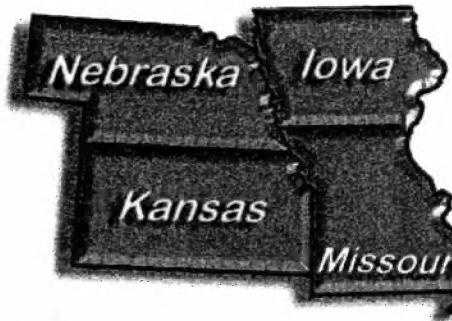


NHTSA Central Region



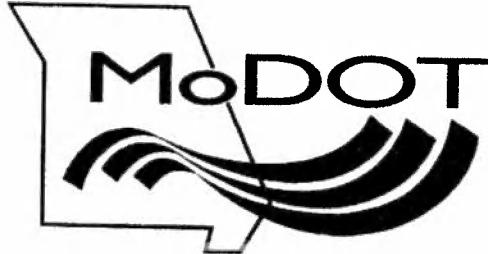
Missouri

2006
Highway Safety Plan
and
Performance Plan



Missouri Department of Transportation
Highway Safety Division
2211 St. Mary's Boulevard
P.O. Box 270
Jefferson City, MO 65102
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Pete K. Rahn, Director

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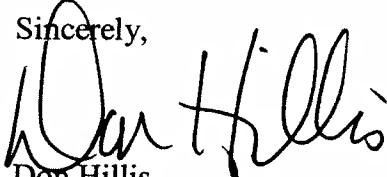
August 2005

According to 23 U.S.C. Chapter 4—Highway Safety Act of 1966, enclosed is the 2006 Highway Safety Plan and Performance Plan for the State of Missouri.

While numerous people were instrumental in the development of this Plan, special thanks are expressed to Ron Beck and Phyllis Emmel of the Statistical Analysis Center, Missouri State Highway Patrol. The data and evaluation provided by the Center established the foundation for this work.

Questions or comments concerning this report should be directed to Vicky Williams at the Highway Safety Division.

Sincerely,



Don Hillis

Director of Systems Management

dh/vw/sc-hs

Enclosure

Copies of this document are available for
purchase by writing to:

Missouri Department of Transportation
Highway Safety Division
2211 St. Mary's Boulevard
Jefferson City, MO 65102

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STATE OF MISSOURI

2006 HIGHWAY SAFETY PLAN and PERFORMANCE PLAN

PROCESS DESCRIPTION

Mission

The mission of the Missouri Department of Transportation is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.

Goal

The overall goal is to reduce the number and severity of traffic crashes occurring in Missouri and to reduce traffic fatalities to 1,000 or fewer by the year 2008. This is accomplished through implementation of the Governor's Highway Safety Program according to the federal Highway Safety Act of 1966 and subsequent modifications.

Highway Safety Plan and Performance Plan

The Governor's Highway Safety Program is outlined in an annual Highway Safety Plan (HSP) and Performance Plan which is submitted to the Governor, the National Highway Traffic Safety Administration (NHTSA), and the Federal Highway Administration (FHWA). This document describes how Missouri's Federal 402 Program appropriation (plus additional incentive grant funds and Section 154 transfer funds) will be used to promote highway safety in our State. The 2006 HSP encompasses the federal fiscal year October 1, 2005 through September 30, 2006.

State Problems—State Solutions

State and local problem identification data will drive the state programs. The HSP will be a performance-based, dynamic plan. Such a Plan allows for continual revisions and modifications in order to enhance the outcome of our efforts.

Submission

The Missouri Department of Transportation herewith submits the 2006 Highway Safety Plan and Performance Plan to:

The Honorable Matt Blunt, Governor
Romell Cooks, NHTSA Central Region Administrator
Allen Masuda, FHWA Region VII Administrator



Pete K. Rahn
Governor's Representative for Highway Safety

OVERVIEW

Problem Identification

Problem identification involves the study of the relationship between collisions and the characteristics of population, licensed drivers, people using the roadways, registered vehicles, vehicle miles, and roadway engineering. Drivers are classified into subgroups according to age and gender. Vehicles are classified according to vehicle type. Roads have been classified according to urban or rural location. Roadway design, signing, traffic volume, etc. is evaluated within identified problem locations. Collisions are further analyzed by time of day / day of week / month of year, driver subgroups, primary collision factors, use of alcohol and other drugs, and use of safety equipment.

The 2004 Missouri traffic crash data utilized herein were obtained from the Statewide Traffic Accident Records System (STARS) as provided by the Statistical Analysis Center (SAC) of the Missouri State Highway Patrol. In order to more effectively compare the impact our countermeasures have upon traffic safety problem areas, data from the calendar year 2005 may also be utilized as it becomes available.

Highway Safety Plan (HSP)

The Highway Safety Division of the Missouri Department of Transportation is directed (under 23 USC Section 402) to develop a Highway Safety Plan designed to reduce the number and severity of traffic crashes occurring within the State of Missouri. Traffic crash data compiled by the Statistical Analysis Center of the Highway Patrol is analyzed and published annually in the Traffic Safety Compendium. The Compendium provides the framework from which the HSP is developed—thereby assuring that Missouri's Plan is data driven and that our efforts and resources are directed to the appropriate problem areas.

Missouri's Blueprint for Safer Roadways

In 2004, 1130 people died in traffic crashes on Missouri roads; another 1232 lives were lost the previous year. To address this problem, Missouri is participating with the American Association of State Highway Transportation Officials (AASHTO) in a national effort to reduce these preventable tragedies. *Missouri's Blueprint for Safer Roadways* was developed by utilizing a partnership approach outlining strong opportunities to reduce fatal and serious injuries on Missouri's roads. The goal established in the *Blueprint* was set at **1,000 or fewer fatalities by 2008**. This is an 11.5% reduction from 2004.

Through extensive data analysis, current research findings, and best practices, strategies were identified within the *Blueprint* that Missouri must implement in order to make significant progress toward reaching the projected goal. These strategies--dubbed the "Essential Eight"--are:

- 1 Pass a Primary Safety Belt Law and Maintain & Enhance Existing Safety Laws
- 2 Increase Enforcement on Targeted Crash Corridors
- 3 Increase Public Education and Information on Traffic Safety Issues
- 4 Expand the Installation of Shoulder, Edgeline & Centerline Rumble Strips
- 5 Expand, Improve, & Maintain Roadway Visibility Features (e.g., markings, signs, lighting, etc)
- 6 Expand Installation of Median Three-Strand Cable or Equivalent Barrier
- 7 Effectively Deter, Identify, Arrest, and Adjudicate Alcohol and Other Drug-Impaired Drivers and Pedestrians
- 8 Expand Installation and Maintenance of Roadway Shoulders and Clear Zones

Within the *Blueprint* are identified 4 key Emphasis Areas and 17 Targets:
Emphasis Area I - Serious Crash Types

Targets

- * Run-Off-Road
- * Head-On
- * Intersection
- * Horizontal Curves
- * Trees and Utility Poles

Emphasis Area II - High-Risk Drivers

Targets

- * Occupant Protection Devices -- Non-use and Misuse
- * Distracted or Fatigued
- * Aggressive Driving
- * Impaired by Alcohol or Other Drugs
- * Young Drivers -- Less than 21
- * Unlicensed, Revoked, or Suspended Drivers
- * Older Drivers -- 65 or older

Emphasis Area III -- Special Vehicles

Targets

- * Commercial Vehicles
- * Motorcycles
- * School Buses

Emphasis Area IV -- Vulnerable Roadway Users

Targets

- * Pedestrians
- * Bicyclists

For each of the emphasis areas and targets, strategies will be employed that incorporate engineering, enforcement, and education as well as public policy. Although the Highway Safety grant funds cannot be utilized for construction, the engineering component will be considered when countermeasures are developed. Alternative funding sources will be directed to address engineering/construction concerns.

The *Blueprint* will serve as a **roadmap** for the State's Highway Safety Plan

- > The **“Essential Eight”** will provide **direction** for the HSP to follow
- > The **goal** (1,000 or fewer fatalities by 2008) will determine our **final destination**

Benchmarks

Highway Safety countermeasures are designed to enhance existing law enforcement and community efforts, and modify unsafe driving behaviors by promoting safe, responsible driving. Countermeasure development must also fulfill state statute requirements and federal guidelines.

Benchmarks are “ideals” toward which we will strive. We believe that our countermeasure efforts may have an impact on the following problem areas: motor vehicle death/injury rates; numbers and frequency of traffic crashes; hazardous moving violations; crashes involving special vehicles; the use of safety devices; and deaths/injuries involving high-risk drivers and involving vulnerable roadway users. While these benchmarks are quantifiable for evaluation and accountability purposes, it should be noted that they are not totally reliant upon the programs implemented by this Division. They are often highly dependent upon existing legislation and the motoring public’s adherence to traffic laws and safe driving habits.

Collaboration and Partnerships

Missouri's *Blueprint* serves as an umbrella guide to increase coordination, communication, and cooperation among state and local agencies, law enforcement, planning organizations, not-for-profit organizations and other safety advocates throughout the State. In that same vein, the Highway Safety Division works closely with law enforcement agencies, safety organizations, and committees/councils at both a state and local level in an attempt to expand resources, generate ideas, and incorporate new concepts and projects into Missouri's Highway Safety Plan. Following is a sampling of a few of these partnerships and their connection with, or involvement in, Missouri's Highway Safety program.

Missouri Coalition for Roadway Safety - This broadbased coalition is representative of many of the stakeholders in Missouri's roadway system; the Coalition is charged with leading the statewide implementation effort to effectively deploy the strategies outlined in the *Blueprint*.

LETSAC - The Law Enforcement Traffic Safety Advisory Council serves in an advisory capacity to the Highway Safety Division by providing input and direction regarding training needs, enforcement concerns, equipment requirements, and other issues relevant to the enforcement of Missouri's traffic laws. Grantees are required to participate in LETSAC.

Missouri Safety Center - The Safety Center at Central Missouri State University provides invaluable input concerning law enforcement training needs. In the process of educating criminal justice majors and conducting driver's education courses, they quickly identify issues of concern that may be addressed with countermeasure efforts supported by this Division. The Division partners with the Safety Center on numerous countermeasure projects which include the Motorcycle Safety Program, the Breath Alcohol Testing Laboratory, Breath Instrument Upgrades, and overall strategies such as *Missouri's Blueprint for Safer Roadways*.

The Missouri Head Injury Advisory Council - The Missouri Head Injury Advisory Council is appointed by the Governor to: Promote head injury awareness and prevention; Review, study, and recommend policies to prevent traumatic head injuries; and Restore and optimize independent and productive lifestyles after traumatic head injury. A representative of Highway Safety is appointed to this Council to share information on the relationship of traffic crashes to traumatic brain injuries.

Missouri Youth/Adult Alliance (MYAA) - A Highway Safety employee serves on the MYAA board to help address policy issues and develop prevention materials and campaigns directed toward underage drinkers. MYAA and Highway Safety have assisted each other in reviewing grantee proposals for underage drinking enforcement/prevention efforts.

Partners in Prevention (PIP) & Partners in Environmental Change (PIEC) - PIP is a university-level prevention program; PIEC is the component that addresses social norming issues. A Highway Safety staff member serves the coordinating board to share information and provide input on underage drinking issues, especially as they relate to college/university students.

Safety Council - Highway Safety and the Missouri Safety Council pool their resources to work on legislative issues and develop needed safety awareness materials.

Law Enforcement Training Academies - Highway Safety collaborates with the academies to incorporate traffic safety courses into their curricula. Courses are based on surveys, needs assessments, new legislation and/or changes to current laws that affect law enforcement efforts.

Office of State Courts Administrator and Missouri Office of Prosecution Services- Due to the complexities of Missouri's DWI laws and the importance of maintaining appropriate records on DWI offenders, this agency supports training courses for judges, prosecutors and law enforcement based on the input from OSCA and MOPS.

SafeKids Coalitions - Highway Safety has helped sponsor Child Safety Seat Checks through SafeKids and has provided safety seats, materials, and bicycle helmets for distribution through local SafeKids coalitions.

Motorcycle Safety Committee - Highway Safety serves in an advisory capacity to this committee.

Minority Leaders - Highway Safety also works closely with minority leaders in the state to secure their input and encourage their participation in Missouri's seat belt efforts, especially related to low usage rates by African-Americans and Hispanics.

MADD (Mothers Against Drunk Driving) -The Highway Safety Division partners with MADD to discuss legislative concerns, failure or shortcomings within the system of tracking offenders, problems within the court systems, and paperwork issues to name a few. The Division funds contracts with MADD to assist in resolving some of these issues.

Missouri's *Blueprint for Safer Roadways* recommends that regional plans be developed to address traffic safety issues at the local level. The intent will be to bring together all representatives from the stakeholder organizations (e.g., Highway Patrol, MoDOT District Offices, Highway Safety, Missouri Coalition for Roadway Safety, Metropolitan Planning Organizations, Regional Planning Commissions, local law enforcement, State agencies, and safety advocacy groups such as those identified above) to evaluate the crash statistics and demographics such as seat belt usage rates that will be provided them. They will prioritize the problems indigenous to their region and evaluate the appropriate countermeasures that might prove to have a positive impact in reducing traffic fatalities.

Highway Safety also works closely on planning efforts with Operation Impact (a consortium of local law enforcement agencies from the St. Louis and Kansas City metropolitan areas), the East/West Gateway Coordinating Council (the metropolitan planning organization and council of governments for the St. Louis region), and the Mid-America Region Council—MARC (the association of city and county governments and the metropolitan planning organization for the bistate Kansas City region). East/West Gateway and MARC strive to foster better understanding and cooperation on issues such as transportation, aging, and emergency services that extend beyond the jurisdiction of a single city, county or state.

The Highway Safety Division hosts grant writing seminars; all potential grantees (state and local) are invited to participate. Participants are provided a packet of materials that explains the mission of the program, the types of projects eligible for award, and for local law enforcement agencies, statistical reports of their Fatal & Personal Injury ranking for alcohol-related, young driver, speed, and total crashes.

Highway Safety program coordinators explain the program, they state the goal (1,000 or fewer fatalities by 2008), explain how their efforts need to help impact this goal, tell them the program areas in which funding is available, and explain the web-based grant management system. Law Enforcement agencies are provided

contact information on how to reach the Statistical Analysis Center to obtain even more definitive statistical reports that correlate the type of crash to the times of day, days of week, and months of the year when these crashes occur. This helps them narrow the focus of their enforcement efforts. Time is provided for questions/answers and the program coordinators are available at the conclusion for personal discussions. Business cards are available so that potential grantees can contact the appropriate program coordinator should they have additional questions or concerns. The web-based grant management system has been designed to standardize the enforcement contracts and assure the Division receives all of the information necessary to compile an adequate contract.

State statistics are not "real time" and can often run several months behind. For this reason, the Highway Safety Division also relies on statistical information and problem identification provided by the local law enforcement agencies themselves. Their statistics are current on a daily basis; and no one can identify better than a road officer where and when the crashes are happening in their community and who is causing them.

Highway Safety program coordinators do, however, schedule personal follow-up visits with agencies that will be conducting more non-traditional type projects. An example of this kind of project is the Highway 13 corridor project conducted Greene County. Highway Safety program coordinators met with the Greene County Sheriff's Department, the local Missouri State Highway Patrol troop, and the Missouri Safety Center (CMSU) to strategize the best way to mobilize such an effort. Although this was an enforcement effort for hazardous moving violations, a side benefit occurred—seat belt usage rate increased dramatically during the enforcement effort. The Highway Safety program coordinators were in constant communication with the agencies involved in this effort.

Other examples would include the combined enforcement and public awareness campaigns *Click It or Ticket* (CIOT) and *You Drink and Drive. You Lose*. Counties were identified based on seat belt usage rates and where alcohol-related crashes were prevalent. Agencies within the counties (20 and 12, respectively) were contacted, the problem was explained to them, and they were asked to participate in the mobilization efforts. As a result of these projects, seat belt usage has consistently increased each year and Missouri's alcohol-related fatal crashes decreased by 12.4% over 2003.

Some potential grantees are apprised of their traffic safety problems in a more roundabout way. This is especially true in the youth arena. The Highway Safety Youth Coordinator serves on several statewide coalitions (e.g., Partners in Prevention—a university-based coalition of prevention, judicial and enforcement officials from the twelve State University campuses). All stakeholders are involved in the problem identification process and jointly develop prevention projects to target traffic safety concerns on their individual campuses. From this process, Highway Safety projects are often developed and eventually funded. The beauty of these university-based programs is their ability to perform valid student surveys and evaluate the outcome of their efforts.

Long-standing traffic safety projects don't usually require the sit-down, brainstorming sessions that new traffic safety efforts do. Although an upfront planning meeting might not be conducted, phone calls and monitoring contacts are made on an ongoing basis with these long-time grantees.

Highway Safety also recognizes that involving grantees in the problem identification process (as opposed to Highway Safety telling them their problem) allows for greater buy-in from the grantee and greater creativity in program development. The Division prefers to work with grantees that recognize their problems and proactively research effective countermeasures.

There is hardly a community in the state that doesn't have a traffic safety problem, but Highway Safety funds are limited and in great demand. Efforts are made to contract with agencies that not only have a clearly identified problem, but are also willing and able to put forth the commitment necessary to make an impact.

STATE OF MISSOURI
PLANNING, PROGRAMMING, and IMPLEMENTATION TIMEFRAMES

HIGHWAY SAFETY PLAN and ANNUAL REPORT

ACTIVITY	DUE DATE											
	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
Data Collection (from grantee reports and MSHP SAC)	10 th	10 th	0	N	G	O	I	N	G	→	→	→
Data Analysis (based on activity/monitoring reports)	10 th	10 th	0	N	G	O	I	N	G	→	→	→
Contract Monitoring by Highway Safety staff	10 th	10 th	0	N	G	O	I	N	G	→	→	→
Grantee monthly reimbursement vouchers due	10 th											
Solicitation letters mailed to prospective grantees												
Regional grant application training sessions for prospective grantees												
Grant applications due to Highway Safety												
Grant application review and budget meetings												
Annual HSP due to NHTSA												
Mail grantee award and rejection letters												
Contracts written and completed internal review process												
Grantee workshops to distribute and review contracts, Administrative Guidelines, and voucherizing, and to provide updates on federal guidelines or pertinent information												
Contracts end for current federal fiscal year												
All funds must be obligated												
New federal fiscal year—contract start date unless scheduled otherwise												
Letters to grantees requesting end-of-year reports												
Final reports due from grantees for inclusion in Annual Report												
Compile and print Annual Report												
Annual Report & Final Cost Summary Due												
Audit closeout due 90 days after end of current fiscal year												

**STATE OF MISSOURI
PLANNING, PROGRAMMING, AND IMPLEMENTATION TIMEFRAMES**

PROGRAMS (other than Section 402) UNDER TEA-21

**NOTE: Dates and Section numbers are subject to change per reauthorization under SAFETEA-LU
Implementing regulations are currently in the development stages; timelines will be adjusted accordingly**

ACTIVITY	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
Data Collection (from grantee reports and MSHP)	→	→	→	O	N	G	O	I	N	G	→	→
Data Analysis (based on activity/monitoring reports)	→	→	→	O	N	G	O	I	N	G	→	→
Grantee monthly reimbursement vouchers due	10 th											
Sect 157 Innovative Grant—Due date						14 th						
Sect 157 Innovative Grant—Quarterly Reports due	10 th				10 th			10 th			10 th	
Sect 157 Innovative Grant—Annual Report (due date is 15 months after award; dependent upon award date)									12 th			
Sect 157 Incentive Grant—Seat belt use rate & Plan due date								1 st				
Sect 157 Incentive Grant—Award Notification (FY '04)									19 th			
Sect 157 Incentive Grant—Annual Report Due **					31 st							
Sect 163 .08 BAC Incentive Grant—Law Certification due (for FY '04 only, the due date was January 31 st)										15 th		
Sect 163 .08 BAC Incentive Grant—Annual Report Due**					31 st							
Sect 410 Alcohol Incentive Grant—Due Date										1 st		
Sect 410 Alcohol Incentive Grant—Certification Due*									14 th			
Sect 410 Alcohol Incentive Grant—Annual Report Due**					31 st							

* Normally the application is due August 1, but in FY '04 states were required to send in a Certification instead of a full grant application
** Reported within the Section 402 Annual Report

GRANT SELECTION PROCESS

Grant Application Process

- 1 State and local agencies were notified that Highway Safety would host grant application workshops for potential grantees
- 2 The Division held grant application workshops in Kansas City, Springfield, St. Louis, Farmington and Jefferson City, to educate potential grantees in the development of the grant applications utilizing Highway Safety's web-based grant application system
- 3 Grant applications were due to the Division of Highway Safety by July 1
- 4 Grant applications were reviewed and evaluated
- 5 Selection finalized for grant awards
- 6 Denial letters were sent to potential grantees whose applications were not funded
- 7 Successful applicants were notified of their grant award; contracts were mailed with the award letters to obtain signatures

Grant Selection Criteria

An internal team comprised of Highway Safety program staff and engineers from MoDOT's Traffic Division reviewed all grant applications. Serious consideration was given to budgetary constraints since project funding requests far exceeded the available federal appropriations. The following criteria were taken into consideration by the reviewers:

- Projects that would address the Key Emphasis Areas identified within *Missouri's Blueprint for Safer Roadways* and had the ability to positively impact statewide traffic crashes fatalities and personal injuries
- Law enforcement projects--ranking within the top third of fatal and personal injuries crashes and/or that fall within major crash corridors (see following 3-year rank order of fatal and personal injury crashes by cities and by counties)
- Specified problem identification provided within their grant application (including demonstrated need, documented problem locations, crash statistics, special events, targeted populations, and impact on traffic safety)
- Input of local resources to match federal grant efforts
- Validity of selected countermeasure activities to make a positive impact on the identified problem
- Innovative countermeasure activities
- Development of exceptional partnerships to enhance resources and outcomes
- Past experience working with the grantee--proven ability to meet stated goals and objectives
- Support of local government/administration toward traffic safety efforts
- Equipment needs--evaluated on a case-by-case basis; in most situations, agencies are required to match 50% on equipment purchases; equipment purchase with a useful life of more than one year and an acquisition cost of \$5,000 or more must receive prior NHTSA Central Office approval (such approval will be requested by way of letter from the Highway Safety Division prior to purchase)

Grantee Reporting Compliance Requirements

All law enforcement agencies are required to report the following information to the appropriate state repositories. Failure to do so may result in the loss of Highway Safety grant funding.

Uniform Crime Reporting--RSMo 43-505

Crime incident reports shall be submitted to the Department of Public Safety (DPS) on the forms or in the format prescribed by DPS; as shall any other crime incident information which may be required by DPS.

Racial Profiling--RSMo 590-650

Each law enforcement agency shall compile the data described in subsection 2 of Section 590-650 for the calendar year into a report to the Attorney General and shall submit the report to the Attorney General no later than March first of the following calendar year.

Statewide Traffic Accident Reporting System (STARS)--RSMo 43-250

Every law enforcement officer who investigates a vehicle accident resulting in injury to or death of a person, or total property damage to an apparent extent of five hundred dollars or more to one person, or who otherwise prepares a written report as a result of an investigation of an accident, shall forward a written report of such accident to the Superintendent of the Missouri State Highway Patrol within ten days after investigation of the accident, except that upon the approval of the Superintendent of the Highway Patrol the report may be forwarded at a time and/or in a form other than as required in this statute.

State Compliance Requirements according to SAFETEA-LU

In March 2003, the Highway Safety Division sent a letter to all Missouri law enforcement agencies encouraging them to review and consider adoption of the IACP pursuit guidelines. Highway Safety will continue to encourage Missouri law enforcement agencies to adopt the IACP guidelines for vehicular pursuits as required in reauthorization of the federal highway legislation. This will be accomplished by way of letter and as opportunities arise (grant workshops, conferences, training sessions).

**2002 - 2004 MISSOURI FATAL AND PERSONAL INJURY CRASHES
RANK-ORDER COUNTY LISTING**

COUNTY RANK	COUNTY	COUNT	PERCENT	ACCUMULATIVE PERCENT
1	ST. LOUIS	15873	15.9	15.9
2	JACKSON	13441	13.5	29.4
3	ST. LOUIS CITY	9445	9.5	38.9
4	GREENE	6341	6.4	45.2
5	ST. CHARLES	3936	3.9	49.2
6	JEFFERSON	3458	3.5	52.6
7	CLAY	3096	3.1	55.8
8	JASPER	2240	2.2	58.0
9	BOONE	2048	2.1	60.1
10	FRANKLIN	1754	1.8	61.8
11	BUCHANAN	1720	1.7	63.5
12	TANEY	1235	1.2	64.8
13	COLE	1202	1.2	66.0
14	CASS	1121	1.1	67.1
15	PLATTE	1098	1.1	68.2
16	CAPE GIRARDEAU	1068	1.1	69.3
17	NEWTON	932	0.9	70.2
18	ST. FRANCOIS	918	0.9	71.1
19	PHELPS	914	0.9	72.0
20	BUTLER	904	0.9	73.0
21	PETTIS	840	0.8	73.8
22	CHRISTIAN	753	0.8	74.6
23	CALLAWAY	735	0.7	75.3
24	LACLEDE	724	0.7	76.0
25	CAMDEN	681	0.7	76.7
26	JOHNSON	673	0.7	77.4
27	BARRY	601	0.6	78.0
28	HOWELL	579	0.6	78.6
29	LAWRENCE	573	0.6	79.1
30	LINCOLN	569	0.6	79.7
31	SCOTT	568	0.6	80.3
32	DUNKLIN	549	0.6	80.8
33	STONE	544	0.5	81.4
34	MARION	508	0.5	81.9
35	PULASKI	501	0.5	82.4
36	CRAWFORD	479	0.5	82.9
37	POLK	463	0.5	83.3
38	LAFAYETTE	460	0.5	83.8
39	MCDONALD	455	0.5	84.2
40	RANDOLPH	429	0.4	84.7
41	STODDARD	428	0.4	85.1
42	WARREN	412	0.4	85.5
43	WASHINGTON	400	0.4	85.9
44	PEMISCOT	395	0.4	86.3
45	WEBSTER	393	0.4	86.7
46	SALINE	376	0.4	87.1
47	MILLER	367	0.4	87.4
48	VERNON	367	0.4	87.8
49	BENTON	365	0.4	88.2

50	NEW MADRID	362	0.4	88.5
51	AUDRAIN	346	0.3	88.9
52	HENRY	340	0.3	89.2
53	PERRY	335	0.3	89.6
54	ADAIR	324	0.3	89.9
55	TEXAS	324	0.3	90.2
56	COOPER	304	0.3	90.5
57	MORGAN	303	0.3	90.8
58	CLINTON	295	0.3	91.1
59	RAY	290	0.3	91.4
60	DALLAS	283	0.3	91.7
61	NODAWAY	277	0.3	92.0
62	MACON	259	0.3	92.2
63	MONTGOMERY	258	0.3	92.5
64	STE. GENEVIEVE	243	0.2	92.7
65	DENT	241	0.2	93.0
66	WRIGHT	230	0.2	93.2
67	WAYNE	226	0.2	93.4
68	ANDREW	217	0.2	93.7
69	RIPLEY	215	0.2	93.9
70	MADISON	208	0.2	94.1
71	MONITEAU	207	0.2	94.3
72	PIKE	203	0.2	94.5
73	OSAGE	200	0.2	94.7
74	IRON	199	0.2	94.9
75	GASCONADE	195	0.2	95.1
76	LIVINGSTON	193	0.2	95.3
77	ST. CLAIR	193	0.2	95.5
78	RALLS	188	0.2	95.7
79	BATES	183	0.2	95.8
80	MISSISSIPPI	183	0.2	96.0
81	DOUGLAS	181	0.2	96.2
82	BARTON	174	0.2	96.4
83	LINN	167	0.2	96.6
84	HARRISON	166	0.2	96.7
85	BOLLINGER	158	0.2	96.9
86	MARIES	158	0.2	97.0
87	DEKALB	151	0.2	97.2
88	OREGON	150	0.2	97.3
89	LEWIS	138	0.1	97.5
90	CALDWELL	136	0.1	97.6
91	CEDAR	130	0.1	97.7
92	REYNOLDS	130	0.1	97.9
93	HICKORY	128	0.1	98.0
94	MONROE	128	0.1	98.1
95	OZARK	124	0.1	98.3
96	GRUNDY	122	0.1	98.4
97	CARROLL	115	0.1	98.5
98	HOWARD	114	0.1	98.6
99	CLARK	113	0.1	98.7
100	DAVIESS	113	0.1	98.8
101	DADE	111	0.1	98.9
102	SHANNON	110	0.1	99.1
103	CARTER	99	0.1	99.2
104	HOLT	96	0.1	99.3

105	GENTRY	95	0.1	99.3
106	CHARITON	88	0.1	99.4
107	SULLIVAN	82	0.1	99.5
108	ATCHISON	81	0.1	99.6
109	SHELBY	70	0.1	99.7
110	MERCER	66	0.1	99.7
111	PUTNAM	64	0.1	99.8
112	SCOTLAND	64	0.1	99.9
113	SCHUYLER	63	0.1	99.9
114	KNOX	51	0.1	100.0
115	WORTH	22	0.0	100.0
	TOTAL	99713		

**2002 - 2004 MISSOURI FATAL AND PERSONAL INJURY CRASHES
RANK-ORDER CITY LISTING**

CITY RANK	CITY	COUNT	PERCENT	ACCUMULATIVE PERCENT
1	KANSAS CITY	10194	15.8	15.8
2	ST. LOUIS	9445	14.6	30.5
3	SPRINGFIELD	5123	7.9	38.4
4	INDEPENDENCE	2135	3.3	41.7
5	ST. JOSEPH	1474	2.3	44.0
6	COLUMBIA	1425	2.2	46.2
7	JOPLIN	1392	2.2	48.4
8	ST. PETERS	915	1.4	49.8
9	LEE'S SUMMIT	910	1.4	51.2
10	FLORISSANT	855	1.3	52.5
11	JEFFERSON CITY	842	1.3	53.8
12	CHESTERFIELD	827	1.3	55.1
13	O'FALLON	817	1.3	56.4
14	MARYLAND HEIGHTS	744	1.2	57.5
15	BRIDGETON	733	1.1	58.7
16	ST. CHARLES	729	1.1	59.8
17	CREVE COEUR	637	1.0	60.8
18	TOWN AND COUNTRY	589	0.9	61.7
19	BLUE SPRINGS	575	0.9	62.6
20	HAZELWOOD	568	0.9	63.5
21	CAPE GIRARDEAU	540	0.8	64.3
22	SUNSET HILLS	533	0.8	65.1
23	SEDALIA	513	0.8	65.9
24	KIRKWOOD	484	0.8	66.7
25	RAYTOWN	473	0.7	67.4
26	RICHMOND HEIGHTS	469	0.7	68.1
27	LIBERTY	447	0.7	68.8
28	POPLAR BLUFF	446	0.7	69.5
29	BRANSON	432	0.7	70.2
30	ROLLA	409	0.6	70.8
31	ARNOLD	394	0.6	71.4
32	LEBANON	372	0.6	72.0
33	UNIVERSITY CITY	359	0.6	72.6
34	BERKELEY	354	0.5	73.1
35	GLADSTONE	347	0.5	73.7
36	FERGUSON	320	0.5	74.2
37	HANNIBAL	318	0.5	74.6
38	BELTON	305	0.5	75.1
39	GRANDVIEW	290	0.4	75.6
40	SIKESTON	280	0.4	76.0
41	OVERLAND	271	0.4	76.4
42	NORTH KANSAS CITY	251	0.4	76.8
43	WASHINGTON	248	0.4	77.2
44	BALLWIN	239	0.4	77.6
45	LADUE	238	0.4	77.9
46	CLAYTON	237	0.4	78.3
47	KENNEDY	230	0.4	78.7
48	WENTZVILLE	229	0.4	79.0

49	MOBERLY	226	0.4	79.4
50	WEST PLAINS	226	0.4	79.7
51	DES PERES	221	0.3	80.1
52	WILDWOOD	218	0.3	80.4
53	FARMINGTON	212	0.3	80.7
54	HARRISONVILLE	210	0.3	81.0
55	JENNINGS	209	0.3	81.4
56	KIRKSVILLE	203	0.3	81.7
57	UNION	198	0.3	82.0
58	FESTUS	196	0.3	82.3
59	WEBSTER GROVES	196	0.3	82.6
60	OSAGE BEACH	183	0.3	82.9
61	EUREKA	176	0.3	83.2
62	MANCHESTER	175	0.3	83.4
63	JACKSON	174	0.3	83.7
64	NEVADA	170	0.3	84.0
65	CARTHAGE	166	0.3	84.2
66	ST. ROBERT	163	0.3	84.5
67	ELLISVILLE	160	0.2	84.7
68	OZARK	159	0.2	85.0
69	ST. ANN	158	0.2	85.2
70	NEOSHO	154	0.2	85.5
71	EXCELSIOR SPRINGS	152	0.2	85.7
72	PEVELY	152	0.2	85.9
73	WARRENSBURG	151	0.2	86.2
74	WEBB CITY	144	0.2	86.4
75	PERRYVILLE	141	0.2	86.6
76	BELLEFONTAINE NEIGHBORS	138	0.2	86.8
77	CLINTON	137	0.2	87.0
78	LAKE ST. LOUIS	136	0.2	87.2
79	BRENTWOOD	133	0.2	87.4
80	FULTON	125	0.2	87.6
81	FRONTENAC	122	0.2	87.8
82	MEXICO	116	0.2	88.0
83	TROY	114	0.2	88.2
84	REPUBLIC	113	0.2	88.4
85	DE SOTO	112	0.2	88.5
86	CRESTWOOD	110	0.2	88.7
87	MONETT	109	0.2	88.9
88	OLIVETTE	107	0.2	89.0
89	MAPLEWOOD	105	0.2	89.2
90	NIXA	105	0.2	89.4
91	CRYSTAL CITY	103	0.2	89.5
92	PACIFIC	101	0.2	89.7
93	MARSHALL	99	0.2	89.8
94	AURORA	96	0.1	90.0
95	BEL-RIDGE	96	0.1	90.1
96	BOONVILLE	90	0.1	90.3
97	KEARNEY	90	0.1	90.4
98	HOLLISTER	89	0.1	90.5
99	ST. CLAIR	89	0.1	90.7
100	RIVERSIDE	87	0.1	90.8
101	CHILLCOTHE	83	0.1	90.9
102	OAK GROVE	82	0.1	91.1
103	SMITHVILLE	80	0.1	91.2

104	BOLIVAR	79	0.1	91.3
105	ST. JOHN	79	0.1	91.4
106	BRECKENRIDGE HILLS	79	0.1	91.6
107	MARSHFIELD	76	0.1	91.7
108	PINE LAWN	76	0.1	91.8
109	WARRENTON	73	0.1	91.9
110	CAMERON	72	0.1	92.0
111	PARK HILLS	72	0.1	92.1
112	MARYVILLE	72	0.1	92.3
113	MACON	72	0.1	92.4
114	COTTLEVILLE	71	0.1	92.5
115	BUFFALO	69	0.1	92.6
116	CAMDENTON	69	0.1	92.7
117	WELLSTON	68	0.1	92.8
118	HAYTI	67	0.1	92.9
119	RAYMORE	67	0.1	93.0
120	SULLIVAN	67	0.1	93.1
121	DELLWOOD	66	0.1	93.2
122	SALEM	66	0.1	93.3
123	HILLSBORO	65	0.1	93.4
124	DEXTER	64	0.1	93.5
125	MOSCOW MILLS	61	0.1	93.6
126	SHREWSBURY	61	0.1	93.7
127	NORMANDY	59	0.1	93.8
128	POTOSI	59	0.1	93.9
129	WAYNESVILLE	59	0.1	94.0
130	BYRNES MILL	58	0.1	94.1
131	ST. JAMES	58	0.1	94.2
132	CUBA	57	0.1	94.2
133	TRENTON	57	0.1	94.3
134	FENTON	56	0.1	94.4
135	PARKVILLE	56	0.1	94.5
136	BROOKFIELD	55	0.1	94.6
137	ELDON	55	0.1	94.7
138	VALLEY PARK	53	0.1	94.8
139	PLEASANT HILL	52	0.1	94.8
140	LAKE OZARK	51	0.1	94.9
141	FREDERICKTOWN	49	0.1	95.0
142	WRIGHT CITY	49	0.1	95.1
143	GRAIN VALLEY	49	0.1	95.1
144	HERCULANEUM	49	0.1	95.2
145	PLEASANT VALLEY	48	0.1	95.3
146	NORTHWOODS	47	0.1	95.4
147	WOODSON TERRACE	47	0.1	95.4
148	ODESSA	45	0.1	95.5
149	RICHMOND	45	0.1	95.6
150	BOURBON	43	0.1	95.6
151	PLATTE CITY	43	0.1	95.7
152	CARUTHERSVILLE	42	0.1	95.8
153	CLAYCOMO	42	0.1	95.8
154	CASSVILLE	41	0.1	95.9
155	SCOTT CITY	41	0.1	96.0
156	MOUNTAIN GROVE	41	0.1	96.0
157	LOUISIANA	39	0.1	96.1
158	LAKE LOTAWANA	38	0.1	96.2

159	BLACK JACK	37	0.1	96.2
160	CALIFORNIA	37	0.1	96.3
161	NORWOOD COURT	37	0.1	96.3
162	DESLOGE	37	0.1	96.4
163	LEXINGTON	36	0.1	96.4
164	MOUNT VERNON	36	0.1	96.5
165	BONNE TERRE	35	0.1	96.5
166	MALDEN	35	0.1	96.6
167	LAMAR	35	0.1	96.7
168	CARL JUNCTION	34	0.1	96.7
169	CHARLESTON	34	0.1	96.8
170	STE. GENEVIEVE	34	0.1	96.8
171	CENTRALIA	33	0.1	96.9
172	BETHANY	31	0.0	96.9
173	MARIONVILLE	31	0.0	97.0
174	BOWLING GREEN	30	0.0	97.0
175	OWENSVILLE	30	0.0	97.1
176	STRAFFORD	30	0.0	97.1
177	SUGAR CREEK	30	0.0	97.1
178	MOLINE ACRES	29	0.0	97.2
179	CARROLLTON	28	0.0	97.2
180	HOUSTON	28	0.0	97.3
181	COUNTRY CLUB HILLS	28	0.0	97.3
182	WARSAW	28	0.0	97.4
183	COOL VALLEY	27	0.0	97.4
184	KNOB NOSTER	27	0.0	97.5
185	FORSYTH	27	0.0	97.5
186	DONIPHAN	27	0.0	97.5
187	WELDON SPRING	27	0.0	97.6
188	BUTLER	26	0.0	97.6
189	GLENDALE	26	0.0	97.7
190	VERSAILLES	26	0.0	97.7
191	CAMPBELL	26	0.0	97.7
192	BILLINGS	25	0.0	97.8
193	WILLARD	25	0.0	97.8
194	VINITA PARK	25	0.0	97.9
195	ROCK HILL	25	0.0	97.9
196	PECULIAR	25	0.0	97.9
197	HOLTS SUMMIT	25	0.0	98.0
198	MINER	24	0.0	98.0
199	OAKLAND	24	0.0	98.0
200	NOEL	24	0.0	98.1
201	MONROE CITY	24	0.0	98.1
202	CABOOL	23	0.0	98.2
203	WILLOW SPRINGS	23	0.0	98.2
204	WINCHESTER	23	0.0	98.2
205	AVA	22	0.0	98.3
206	MARLBOROUGH	22	0.0	98.3
207	MOUNTAIN VIEW	22	0.0	98.3
208	PAGEDALE	22	0.0	98.4
209	NEW MADRID	22	0.0	98.4
210	EL DORADO SPRINGS	22	0.0	98.4
211	ASHLAND	21	0.0	98.5
212	STEELVILLE	21	0.0	98.5
213	PORTAGEVILLE	21	0.0	98.5

214	DUQUESNE	20	0.0	98.6
215	THAYER	20	0.0	98.6
216	HERMANN	20	0.0	98.6
217	LINN	19	0.0	98.7
218	PIEDMONT	19	0.0	98.7
219	EAST PRAIRIE	17	0.0	98.7
220	MONTGOMERY CITY	17	0.0	98.7
221	BEL-NOR	16	0.0	98.8
222	SALISBURY	16	0.0	98.8
223	CALVERTON PARK	16	0.0	98.8
224	DIXON	16	0.0	98.8
225	BATTLEFIELD	15	0.0	98.9
226	TIPTON	15	0.0	98.9
227	ROGERSVILLE	15	0.0	98.9
228	ANDERSON	14	0.0	98.9
229	CLARKSON VALLEY	14	0.0	98.9
230	UNIONVILLE	14	0.0	99.0
231	SEYMOUR	14	0.0	99.0
232	PALMYRA	14	0.0	99.0
233	HIGGINSVILLE	13	0.0	99.0
234	KIMBERLING CITY	13	0.0	99.1
235	LAWSON	13	0.0	99.1
236	RIVERVIEW	13	0.0	99.1
237	PLATTSBURG	13	0.0	99.1
238	MEMPHIS	13	0.0	99.1
239	ALBANY	12	0.0	99.2
240	CANTON	12	0.0	99.2
241	DARDENNE PRAIRIE	12	0.0	99.2
242	FAYETTE	12	0.0	99.2
243	IRONTON	12	0.0	99.2
244	WESTON	12	0.0	99.2
245	NEW HAVEN	12	0.0	99.3
246	MILAN	12	0.0	99.3
247	LICKING	12	0.0	99.3
248	LINCOLN	11	0.0	99.3
249	VELDA CITY	11	0.0	99.3
250	RICHLAND	11	0.0	99.4
251	SENECA	11	0.0	99.4
252	CARTERVILLE	10	0.0	99.4
253	STEELE	10	0.0	99.4
254	CONCORDIA	10	0.0	99.4
255	BLOOMFIELD	9	0.0	99.4
256	KAHOKA	9	0.0	99.4
257	HILLSDALE	9	0.0	99.5
258	VANDALIA	9	0.0	99.5
259	SAVANNAH	9	0.0	99.5
260	GRANBY	9	0.0	99.5
261	ADVANCE	8	0.0	99.5
262	BERNIE	8	0.0	99.5
263	WINDSOR	8	0.0	99.5
264	VILLAGE OF FOUR SEASONS	8	0.0	99.5
265	SHELBINA	8	0.0	99.6
266	MARBLE HILL	8	0.0	99.6
267	GREEN PARK	8	0.0	99.6
268	BUCKNER	8	0.0	99.6

269	CHAFFEE	7	0.0	99.6
270	HOLDEN	7	0.0	99.6
271	CHARLACK	7	0.0	99.6
272	WINONA	7	0.0	99.6
273	DUENWEG	7	0.0	99.7
274	CROCKER	6	0.0	99.7
275	LILBOURN	6	0.0	99.7
276	TARKIO	6	0.0	99.7
277	RICH HILL	6	0.0	99.7
278	PRINCETON	6	0.0	99.7
279	PASADENA HILLS	6	0.0	99.7
280	MERRIAM WOODS	6	0.0	99.7
281	MARCELINE	6	0.0	99.7
282	HAMILTON	6	0.0	99.7
283	GREENFIELD	6	0.0	99.7
284	DREXEL	5	0.0	99.8
285	STANBERRY	5	0.0	99.8
286	SARCOXIE	5	0.0	99.8
287	PUXICO	5	0.0	99.8
288	PARIS	5	0.0	99.8
289	MOUND CITY	5	0.0	99.8
290	ELSBERRY	5	0.0	99.8
291	GOODMAN	5	0.0	99.8
292	GOWER	5	0.0	99.8
293	ADRIAN	4	0.0	99.8
294	CLEVER	4	0.0	99.8
295	ST. PAUL	4	0.0	99.8
296	SPARTA	4	0.0	99.8
297	PIERCE CITY	4	0.0	99.8
298	ORAN	4	0.0	99.9
299	MANSFIELD	4	0.0	99.9
300	LA MONTE	4	0.0	99.9
301	KING CITY	4	0.0	99.9
302	GREENWOOD	4	0.0	99.9
303	GALLATIN	4	0.0	99.9
304	FAIR GROVE	4	0.0	99.9
305	COLE CAMP	4	0.0	99.9
306	BELLE	3	0.0	99.9
307	GARDEN CITY	3	0.0	99.9
308	GLASGOW	3	0.0	99.9
309	HANLEY HILLS	3	0.0	99.9
310	WARSON WOODS	3	0.0	99.9
311	VELDA VILLAGE HILLS	3	0.0	99.9
312	SLATER	3	0.0	99.9
313	SENATH	3	0.0	99.9
314	PURDY	3	0.0	99.9
315	NEW LONDON	3	0.0	99.9
316	LEADWOOD	3	0.0	99.9
317	LATHROP	3	0.0	100.0
318	HUNTSVILLE	3	0.0	100.0
319	CLARKTON	2	0.0	100.0
320	GERALD	2	0.0	100.0
321	COUNTRY CLUB VILLAGE	2	0.0	100.0
322	EDINA	2	0.0	100.0
323	STOCKTON	2	0.0	100.0

324	ST. MARTINS	2	0.0	100.0
325	ST. GEORGE	2	0.0	100.0
326	MAYSVILLE	2	0.0	100.0
327	LA PLATA	2	0.0	100.0
328	LA GRANGE	2	0.0	100.0
329	CRANE	2	0.0	100.0
330	APPLETON CITY	1	0.0	100.0
331	JASPER	1	0.0	100.0
332	SWEET SPRINGS	1	0.0	100.0
333	WEATHERBY LAKE	1	0.0	100.0
334	WELLSVILLE	1	0.0	100.0
335	ROCK PORT	1	0.0	100.0
336	ASH GROVE	1	0.0	100.0
	TOTAL	64492		

STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is

suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- **National law enforcement mobilizations,**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**
- **An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,**
- **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.**

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):

The State will provide a drug-free workplace by:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;

- b) Establishing a drug-free awareness program to inform employees about:
 - 1) The dangers of drug abuse in the workplace.
 - 2) The grantee's policy of maintaining a drug-free workplace.
 - 3) Any available drug counseling, rehabilitation, and employee assistance programs.
 - 4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 - 1) Abide by the terms of the statement.
 - 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
 - 1) Taking appropriate personnel action against such an employee, up to and including termination.
 - 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a

Federal, State, or local health, law enforcement, or other appropriate agency.

g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT).

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of

Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to

exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to

exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

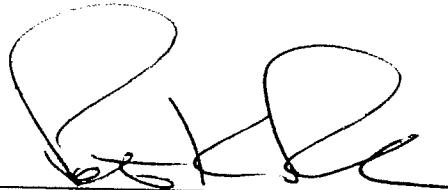
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year _____ highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



Governor's Representative for Highway Safety

8/31/05

Date

Statewide Traffic Safety Analysis



Rural



Urban

versus

Traditionally, motorists in small towns and rural areas don't perceive the risk of being in a crash as high. Compared to exposure rates of driving in urban areas with high volumes of traffic, they're right. Higher speed head-on collisions—the deadliest of all crashes—are more common on rural highways than on urban freeways or rural interstate highways. But when a crash does occur, the risk of injury is just as great whether you're on a lonely farm road or a 10-lane metropolitan freeway.



According to studies, statistics and the experts, human factors are seen as the most prevalent factors contributing to traffic crashes (93%), followed by roadway environment (33%) and vehicle factors (13%)--US General Accounting Office, Highlights of GAO-03-436, A Report to Congressional Requesters, March 2003

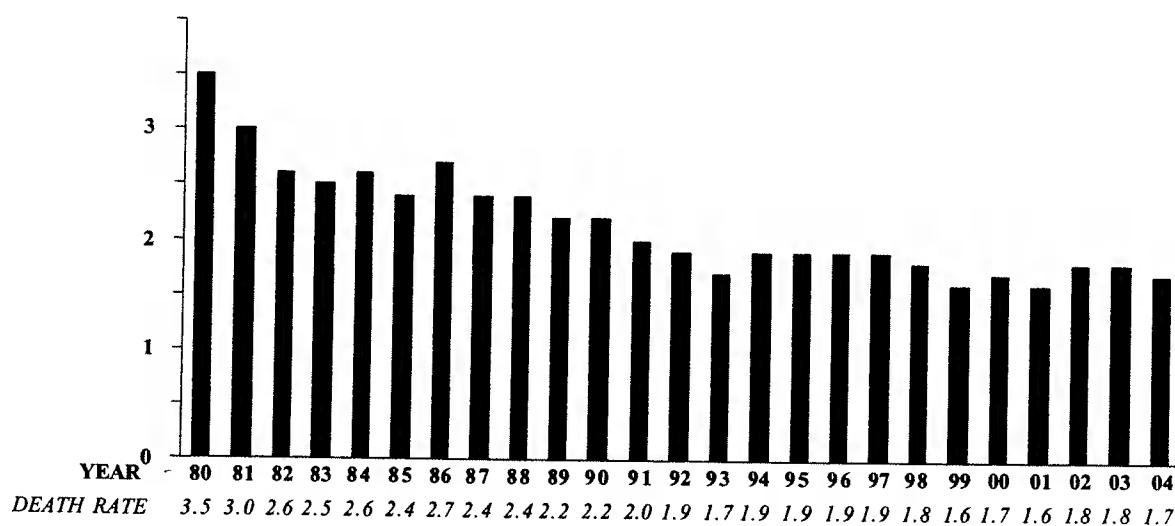
So regardless of where you're traveling, or what you're driving, driver behavior becomes the critical factor in preventing traffic crashes.

MISSOURI STATEWIDE TRAFFIC SAFETY ANALYSIS

Deaths Due to Traffic Crashes – History

Over the past 25 years Missouri has experienced a dramatic decline in traffic crash fatalities in relation to the number of miles driven on its roadways. During this time period, the number of miles traveled has more than doubled while traffic deaths have remained relatively constant. For instance, in **1980** Missouri had **3.5 fatalities** for every 100 million miles of travel compared to **2004** when the State death rate had dropped to **1.7 fatalities** for every 100 million miles of travel. The reduction in the death rate has been due, in large part, to numerous Federal, State, and local government policies, programs, and laws, the Governor's Highway Safety Program has certainly played a major role in this effort.

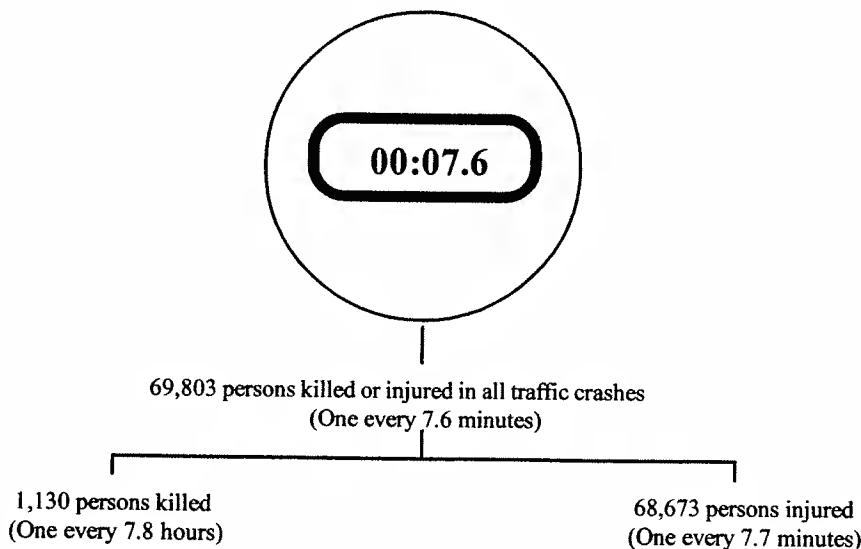
MISSOURI DEATH RATE
1980 - 2004



Current Traffic Crash Data – 2004

Even though statistics like the death rate indicate a positive impact is being made on Missouri's traffic safety problem, it should not be a cause for complacency. A substantial number of people continue to be killed and injured on Missouri roadways and most of these traffic crashes are preventable. In **2004**, there were **182,243 traffic crashes**. In 1,006 of these crashes one or more people were killed and in 45,851 crashes, someone was injured. A total of **1,130 people lost their lives** (one death every 7.8 hours) and **68,673 were injured** (one person injured every 7.7 minutes).

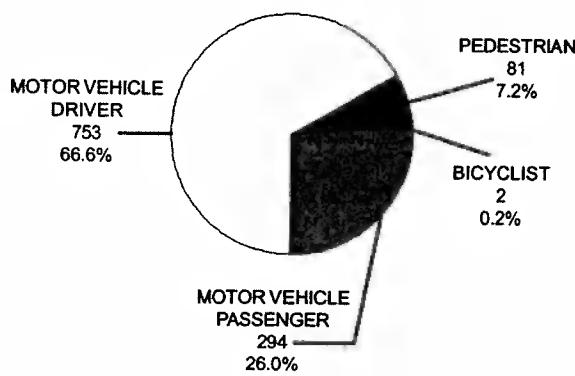
**MISSOURI TRAFFIC SAFETY PERSONAL INJURY
PROBLEM ANALYSIS CLOCK
2004**



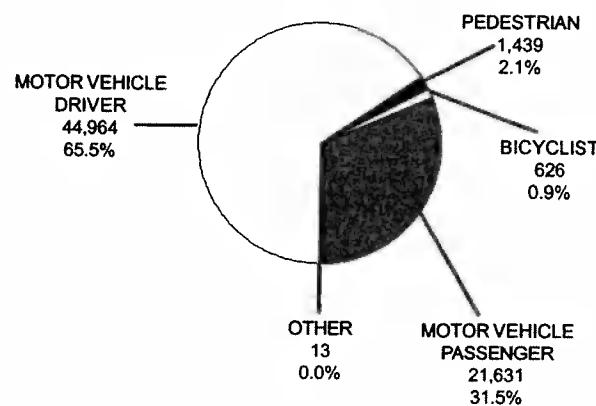
A substantial number of persons killed and injured in Missouri's 2004 traffic crashes were drivers and passengers of motorized vehicles. Of the fatalities, 66.6% were drivers and 26.0% were passengers; of those injured, 65.5% were drivers and 31.5% were passengers. Although pedestrians do not make up a substantial proportion of persons injured in Missouri traffic crashes, they do account for a larger proportion of those killed in these incidents -- 7.2%.

2004 MISSOURI TRAFFIC CRASHES

PERSONS KILLED

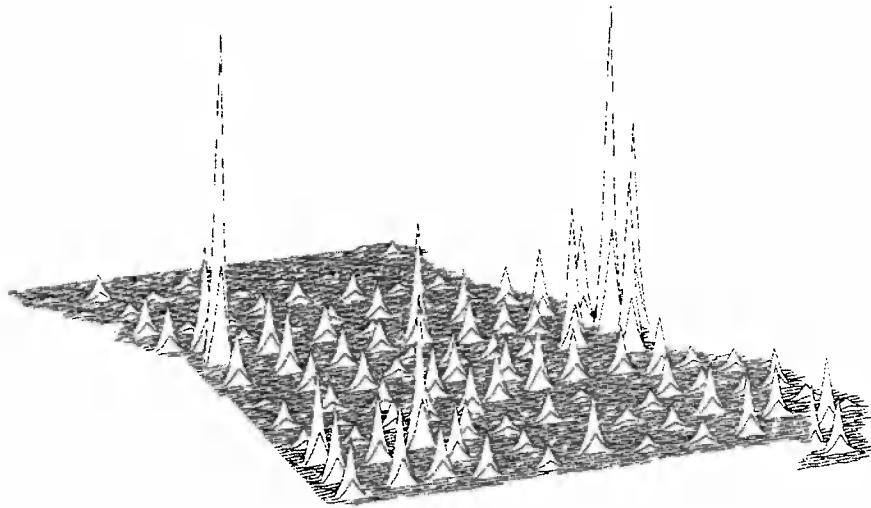


PERSONS INJURED

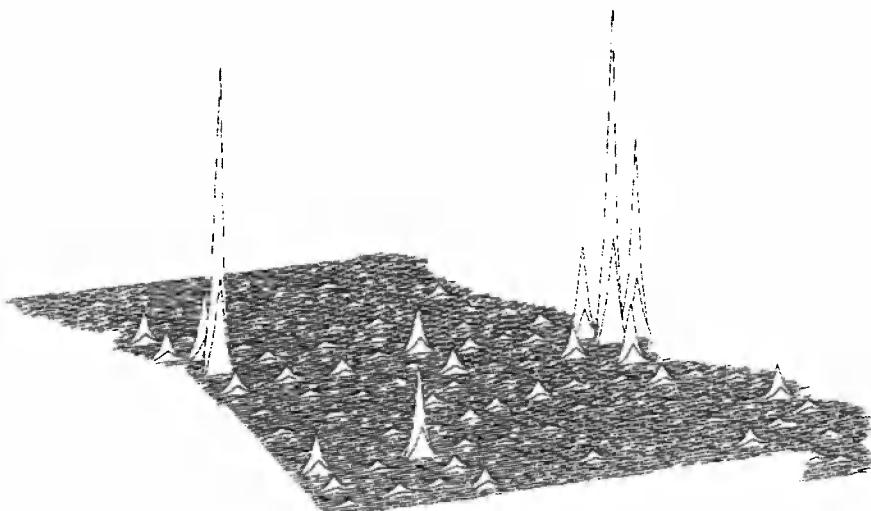


As expected, traffic crashes are not evenly distributed on Missouri roadways. They occur in larger numbers in more densely populated regions of the State compared to the rural areas. Of the 182,243 traffic crashes in 2004, 66.4% occurred in an urban community having a population of 5,000 or more and 33.6% occurred in a rural area (under 5,000 population or unincorporated area). However, rural areas of the State cannot be discounted. They take on much greater significance when examining traffic crashes resulting in fatalities. In 2004 fatal traffic crashes, 24.4% occurred in an urban area of the State and 75.6% in a rural area.

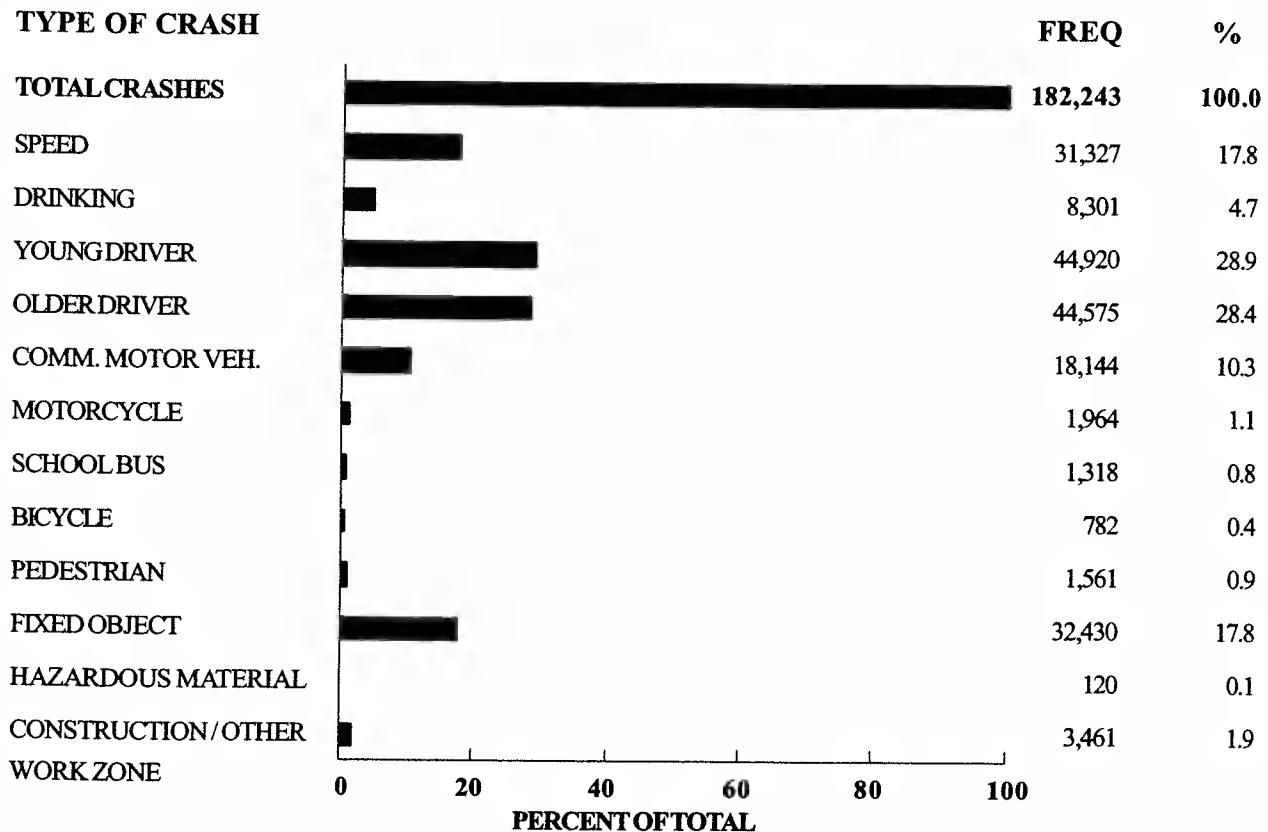
MISSOURI FATAL TRAFFIC CRASHES 2004



MISSOURI TOTAL TRAFFIC CRASHES 2004

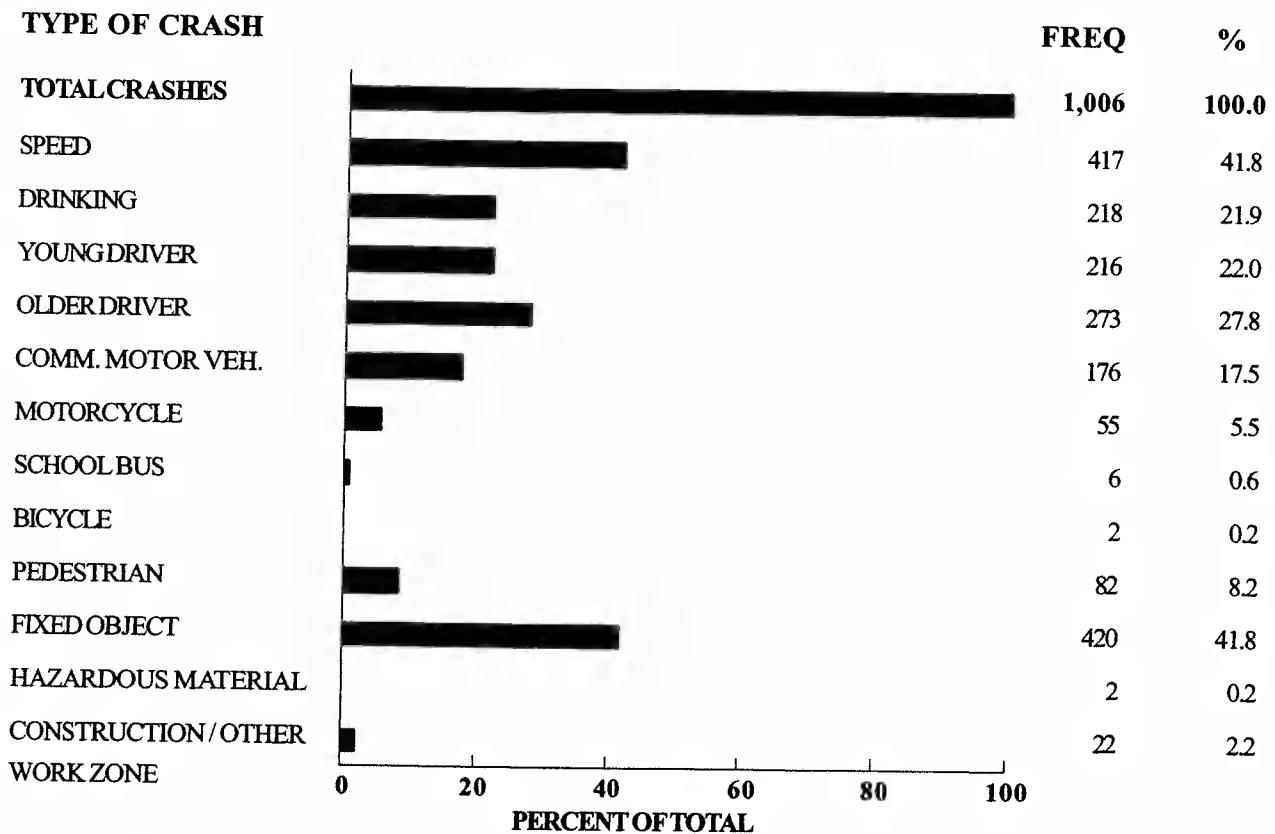


2004 MISSOURI TRAFFIC CRASHES



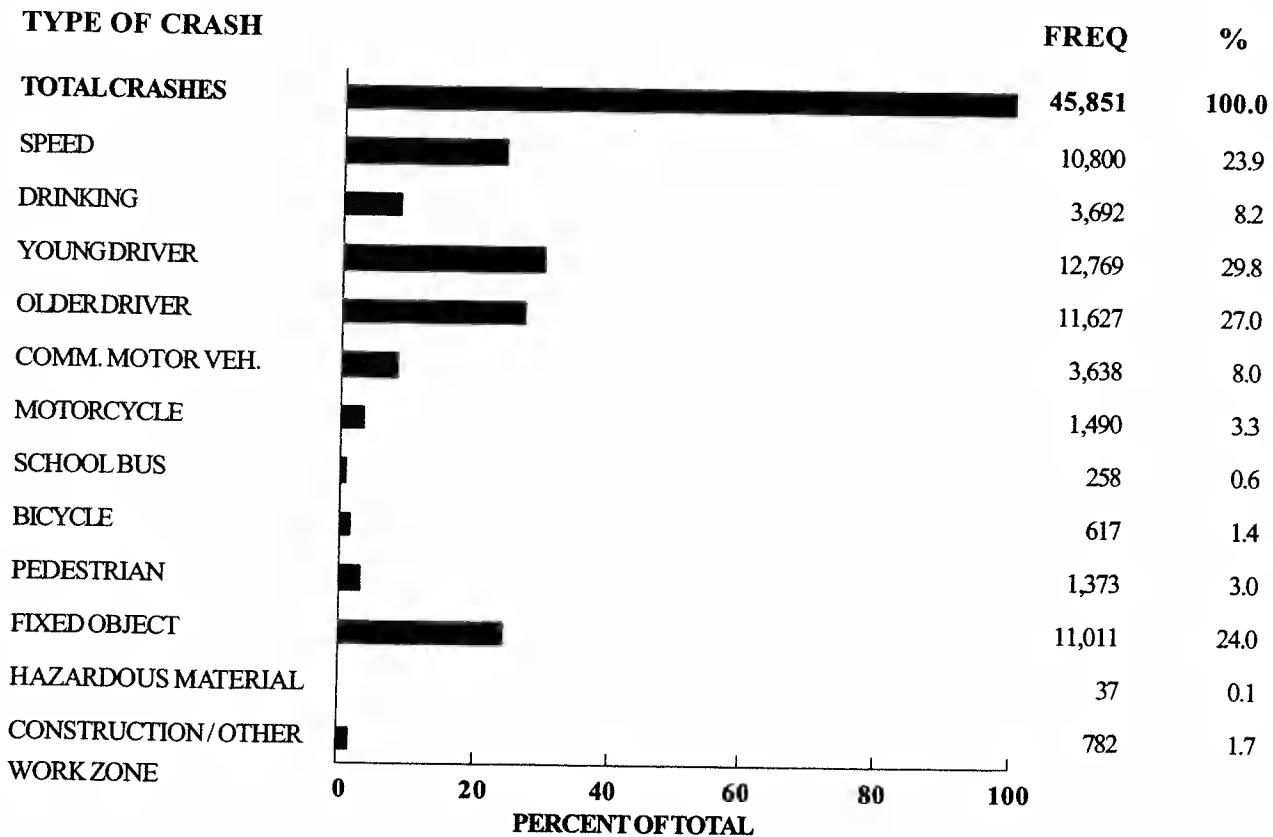
NOTE: Due to the fact a crash may be classified as more than one type, the individual totals may not add to the grand total.

2004 MISSOURI FATAL TRAFFIC CRASHES



NOTE: Due to the fact a crash may be classified as more than one type, the individual totals may not add to the grand total.

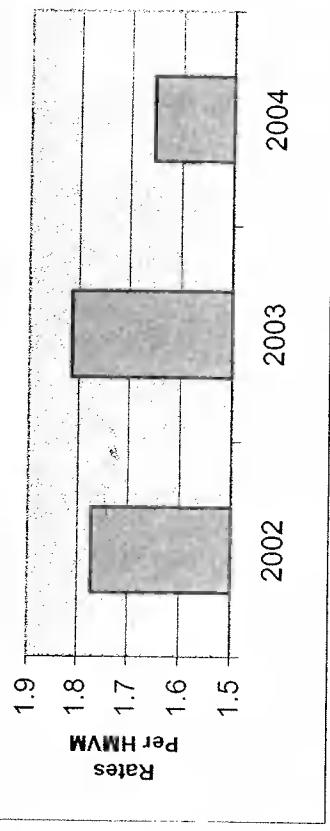
2004 MISSOURI PERSONAL INJURY TRAFFIC CRASHES



NOTE: Due to the fact a crash may be classified as more than one type, the individual totals may not add to the grand total.

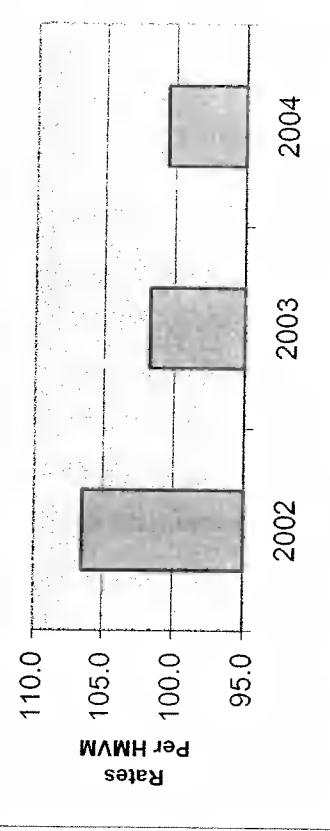
State of Missouri - Traffic Safety Statistics

Fatal Rates



State of Missouri - Traffic Safety Statistics

Injury Rates



Year	Miles ¹	Killed	Injured	Travelled	Death Rate ²	Injury Rate ³
2002	1,208	72,599	68,162,000,000	1.8	106.5	
2003	1,232	69,111	67,929,000,000	1.8	101.7	
2004	1,130	68,667	68,300,000,000	1.7	100.5	

¹ Miles traveled were obtained from the Missouri Department of Transportation - Planning (not an official number)

² Number of deaths per 100 million miles of vehicle travel.

³ Number of injuries per 100 million miles of vehicle travel.

PROBLEM AREAS--ENFORCEMENT ISSUES

Through analysis of statewide traffic crash data, *Missouri's Blueprint for Safer Roadways* has identified the following specific target areas.

Which geographic locations should be targeted?

- Statewide--both urban and rural locations. While *more crashes* occur in the densely populated *urban areas*, annually about *three-fourths of fatal crashes* occur in *rural areas*

How have we identified Missouri's high risk drivers?

- Those failing to use, or improperly using, occupant protection devices
- Distracted and/or Fatigued drivers
- Aggressive drivers
- Drivers impaired by alcohol or other drugs
- Young drivers (less than 21 years)
- Unlicensed, revoked, or suspended drivers
- Older drivers (65 or older)

What are the particular types of vehicles that often pose increased risk of fatal or serious injuries or are involved in high-visibility crashes?

- Commercial vehicles
- Motorcycles
- School buses

Overall Statewide Benchmarks (measurable benchmarks pertinent to a specific problem area are identified within that section)

- 1 Reduce statewide traffic crash fatalities not to exceed 1,000 by year 2008
- 2 Decrease rate of disabling injury crashes by approximately 4% per year

Performance Measures

Continue tracking statewide deaths and injuries and those rates. Analyze statistics to determine if a correlation can be made as to whether Highway Safety's countermeasure programs have an effect on reducing these figures. Individual projects will be monitored and evaluated to determine whether increased enforcement and education efforts are having a positive impact on the reduction of traffic crashes at identified locations and the injuries/deaths resulting from these crashes.

Strategies

- Technical Assistance--Assist law enforcement agencies in problem identification and preparation of projects which will effectively attack their traffic safety problems
- Enhanced Enforcement--Provide funding for projects which put additional traffic officers at high crash locations to enforce hazardous moving violations; encourage law enforcement agencies to participate in mobilizations (saturation enforcement involving many agencies on select dates that are enhanced by high profile public information campaigns); concentrate enforcement efforts in high-profile workzones/construction zones
- Traffic Enforcement Equipment--Provide suitable equipment to enforce traffic laws
- Training--Provide training to assure law enforcement officers, prosecutors and judiciary have a clear understanding of Missouri's laws and the complex system of arresting and adjudicating traffic offenders and also to complement and supplement their enforcement efforts
- Partnerships--Increase enforcement activities between state and local law enforcement agencies and planning efforts between law enforcement agencies and state agencies

Public Information and Education



Attitudes: Mental positions held towards ideas, objects, or people.

Since attitudes are learned, they are subject to change through persuasion. Persuasion involves three components:

1. *The source (or communicator);*
2. *The message; and*
3. *The audience.*

- *Communications are generally more persuasive if they come from a highly credible and respected source.*
- *Messages that seem contrary to what we would expect from particular sources are also perceived to be especially trustworthy.*
- *Messages that are one-sided are more persuasive when audiences already favor the source's position; messages that present both sides of an argument are more effective when audiences oppose the message.*
- *Messages that appeal to fear are generally effective only when the threat is severe, the likelihood of it occurring is high, and the audience is able to do something to prevent or eliminate it. (This implies that appealing to a young driver's fear of a horrible crash because of their risky driving wouldn't be particularly effective because young drivers don't perceive a high likelihood of being in a crash in the first place.)*
- *Persons who are highly motivated tend to pay more attention to the merits of the argument itself, while those with low motivation tend to focus on other parts of the message such as source credibility or attractiveness.*

Source: Traffic Tech, Number 204, July 1999, US DOT, NHTSA

PUBLIC INFORMATION and EDUCATION

It is alarming to realize that traffic crashes have become an accepted part of our mobile society--people believe they are good drivers, they become complacent, and they don't tend to think a crash will happen to them. Highway Safety needs highly visible traffic safety campaigns, coupled with strong enforcement efforts when possible, in order to heighten awareness and ultimately change attitudes and behaviors. Differing messages must be developed to reach varied target audiences.

Benchmarks

1. Increase distribution of safety materials by 2% over previous year
2. Heighten awareness and positively impact target audiences concerning traffic safety including impaired driving, aggressive driving, speeding, rules of the road, and obeying traffic laws
3. Heighten awareness regarding the importance of wearing safety belts, utilizing child safety seats, and installing child safety seats correctly
4. Heighten awareness regarding driving safely and obeying the laws in construction work zones

Performance Measures

- Monitor advertising campaigns by following exposure of our messages and size of the audience reached
- Track crash statistics relating to target audiences
- Monitor statewide safety belt use rate, teen safety belt use rate, commercial vehicle safety belt usage rate, and child safety seat use
- Track: Number of presentations given; Number of exhibits and audiences reached; Number of public service announcements; Acceptance of and participation in campaigns by the motoring public, partners, and sponsors; Amount of traffic safety materials distributed annually

Strategies

- Publicize the services and resources of the Highway Safety Division to the general public
- Utilize forum-type settings to facilitate discussion and garner input on traffic safety issues affecting specific target populations
- Develop and promote traffic safety campaigns and materials designed to reach target audiences (i.e., minorities, high risk drivers, parents, etc.)
- Actively participate in the Missouri Coalition for Roadway Safety public information subcommittee to: increase coordination, communication and cooperation among safety advocates throughout the state; promote the unified theme of "Arrive Alive;" promote statewide safety campaigns targeting specific traffic safety program areas; work with Regional coalitions to target their messages and develop programs to meet their needs
- Develop strategies to work with partners--both traditional and nontraditional--in order to reach wider audiences and maximize resources
- Promote safety awareness campaigns between the Highway Safety program and the Motor Carrier Safety Assistance Program and assist MCSAP in developing promotional materials and press releases as needed
- Update public information materials and website to keep information current and easily accessible

- Develop network of partners (businesses, not-for-profit organizations, state and federal agencies) that will assist in securing resources such as donated/paid advertising, creative design, in-kind services, and technical assistance/support services
- Develop and disseminate promotional/educational materials and press releases
- Organize and/or participate in press events including press conferences, media interviews, and campaign kickoffs
- Give presentations and provide training to community groups, schools, and others as requested
- Serve on committees/boards in order to broaden opportunities to promote traffic safety issues
- Promote Missouri's *Click It or Ticket* safety belt campaign and the *You Drink & Drive. You Lose* alcohol campaign to coincide with enforcement mobilizations
- Purchase paid advertising to support seat belt and impaired driving campaigns
- Support and promote MoDOT's *The Difference is You. DRIVE SMART* construction work zone public awareness campaign

Funds Obligated for Paid Advertising

Highway Safety has experienced great success with the *Click It or Ticket* and *You Drink, You Drive, You Lose* campaigns – combining law enforcement and public information & education (PIE) efforts with paid advertising. During the 2006 fiscal year, the Highway Safety Division will support law enforcement efforts and the related PIE efforts with advertising campaigns in the areas of work zone safety, occupant protection, impaired driving and teen safety belt use. A total of \$125,000 has been allocated for each of the following campaigns except the older drivers campaign for which \$40,000 has been allocated. In addition, \$150,000 has been set aside to conduct public opinion assessments.

Work Zone Safety -- In 2004, 28 people died (up 5 from the previous year) and another 1,167 were injured (down 392 from the previous year) in traffic crashes occurring in work zones (3 people who died and 69 who were injured were MoDOT workers--up from 1 and 28, respectively, from 2003)

The advertising for this campaign will enhance other efforts such as increased law enforcement, payroll stuffers, poster and coloring contest, antennae ribbons, magnets, news releases, roadway signs and other awareness activities. Radio and outdoor advertising will be utilized during this campaign and will target 16-25 year-olds.

Traffic crash statistics involving work zones will be used to evaluate the effectiveness of this campaign and by results of the public opinion and/or telephone surveys.

A final report will be completed at the end of the fiscal year and will include the number of paid airings or print ads, the size of the audience reached, and the name of the station with area of state.

Occupant Protection – Missouri has witnessed a steady annual rise in the statewide seat belt usage rate since 1998 when the usage rate was 60.42% to 2004 with a 76% usage rate (this includes passenger cars, SUVs, vans and pickup trucks) although the state has consistently lagged behind the national average which was 80% in 2004. Even though we have continued to convince people to buckle up, of the drivers killed in 2004 traffic crashes, approximately 70.3% were unrestrained.

With the public information contract for occupant protection, Highway Safety will expand the current PIE efforts in order to focus public attention on the enforcement waves. Utilizing this funding Highway Safety will work with the public relations firm on contract to secure radio advertising in the targeted markets to support the *Click It or Ticket* enforcement waves and will target 18-34 year-olds.

Observational spot surveys are conducted pre, peak, and post of advertising and enforcement efforts in addition to the overall observational usage survey. This project will be evaluated based upon the safety belt usage surveys and by results of the public opinion and/or telephone surveys.

A final report will be completed at the end of the fiscal year and will include the number of paid airings or print ads, the size of the audience reached, and the name of the station with area of state.

Impaired Driving-- In 2004, 252 people were killed in alcohol-involved traffic crashes (down from 277 in 2003) and 5,450 people were injured (down from 5,454 in 2003).

The advertising for this campaign will complement increased law enforcement efforts. The campaign will follow the National *You Drink & Drive. You Lose.* Campaign. Highway Safety will work with the public relations firm on contract to purchase advertising in the areas of the state with high incidents of impaired driving crashes and will target 18-34 year-olds.

Traffic crash statistics involving impaired drivers will be used to evaluate the effectiveness of this campaign and by results of the public opinion and/or telephone surveys.

A final report will be completed at the end of the fiscal year and will include the number of paid airings or print ads, the size of the audience reached, and the name of the station with area of state.

Teen Safety Belt Use -- A statewide teen safety belt usage survey was conducted in spring of 2004 and revealed the combined safety belt usage rate for teenage drivers and teenage front-seat outboard passengers to be 53.5 percent.

Under this contract, funding will support a paid advertising campaign as part of a comprehensive program to increase teen safety belt usage rates. Other program efforts (outside of this contract) will include increased enforcement of Missouri's GDL laws, conduct contest among teens for safety belt messages, development of brochures, posters and collateral materials.

Highway Safety will work with the public relations firm on contract to secure advertising to reach the target demographic of 15-19 year-olds.

The effectiveness of this project will be evaluated utilizing the results teen safety belt usage survey and the public opinion and/or telephone surveys.

A final report will be completed at the end of the fiscal year and will include the number of paid airings or print ads, the size of the audience reached, and the name of the station with area of state.

Older Drivers (age 65 and above) -- According to the 2000 Census, Missouri ranked 14th nationally with 13.5 percent of the population age 65 or older. A 62 percent increase is expected in this age group between 2005 and 2025 (from 774,000 to 1,258,000).

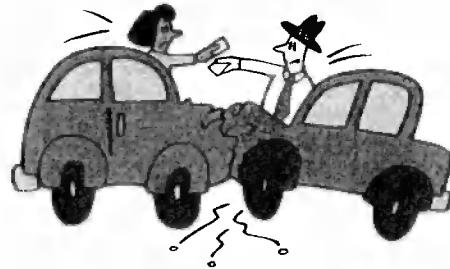
Materials will be developed to address the special needs of drivers as they age and their agility and eyesight is not as acute as it once was. The campaigns will focus on reaching older drivers in rural communities (where public transportation is limited), in retired living communities, and at locations frequented by the elder population (e.g., senior centers and nutrition centers).

A final report will include the method(s) used for reaching the older driver population, the size of the audience reached, and any feedback from the older drivers themselves.

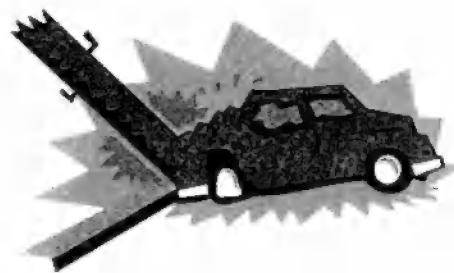
Blueprint Emphasis Area I— Serious Crash Types



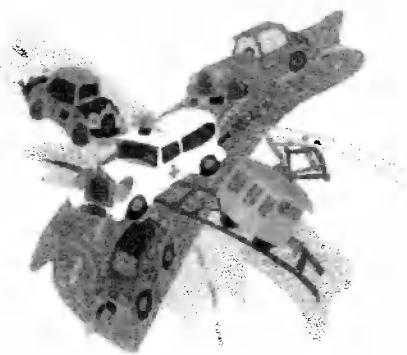
Crashes on Horizontal Curves



Head-On Crashes



Run Off the Road and Crashes with Trees/Poles



Intersection Crashes

EMPHASIS AREA I – SERIOUS CRASH TYPES

Based on data analysis, five serious crash types have been identified within Missouri's *Blueprint* which result in numerous fatalities and disabling injuries each year.

- 1) Run-Off-Road Crashes
- 2) Crashes on Horizontal Curves
- 3) Head-On Crashes
- 4) Crashes with Trees or Poles
- 5) Intersection Crashes

Collectively, the serious crash types resulted in 4,355 fatalities and 26,060 disabling injuries from the three-year period 2002 through 2004.

Benchmarks

As identified within the *Blueprint*, the overall goal is to decrease annual statewide traffic crash fatalities to 1000 or less by 2008. Reduction in the serious crash types will, of course, have an impact on Missouri's statewide death rate.

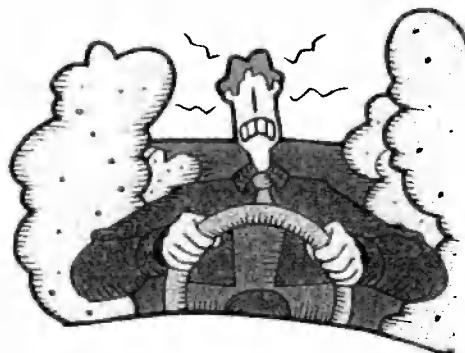
Performance Measures

Continue tracking statewide deaths and disabling injuries and those rates. Analyze statistics to determine if a correlation can be made as to whether the safety countermeasures have an effect on reducing these figures. Individual projects will be monitored and evaluated to determine whether increased enforcement and education efforts are having a positive impact on the reduction of traffic crashes at identified locations and the injuries/deaths resulting from these crashes.

Strategies

- Enhanced Enforcement—Provide funding for projects which put additional traffic officers at high crash locations where these serious crash types occur frequently
- Educate the public regarding the seriousness of the identified crashes and how to avoid, or recover from, such crashes
- Modify roadways to deploy safety countermeasures such as: shoulder maintenance; installation of rumble strips, 3-strand cable or equivalent barriers, and proper signage; relocation of poles or removal of trees/vegetation (construction projects cannot be funded with Highway Safety grant funds and will either be funded by federal aid highway dollars or Section 154 Open Container transfer funds for hazard elimination projects)
- Research and evaluate new technologies that have been implemented in selected areas (e.g., automated enforcement cameras)

Aggressive Drivers



"The causes of aggressive driving are complex; no one has all of the answers. Some psychiatrists point to deep-rooted personal causes such as stress disorders that lead to impaired judgment. Social scientists have tended to see a connection between societal problems and uncivil or violent forms of driving behavior."

"What we do know is that three factors in particular are linked to aggressive driving:

- (1) lack of responsible driving behavior;*
- (2) reduced levels of traffic enforcement; and*
- (3) increased congestion and travel in our urban areas."*

Honorable Ricardo Martinez, M.D. Administrator, National Highway Traffic Safety Administration before the Subcommittee on Surface Transportation Committee on Transportation and Infrastructure, U.S. House of Representatives, July 17, 1997.

AGGRESSIVE DRIVERS

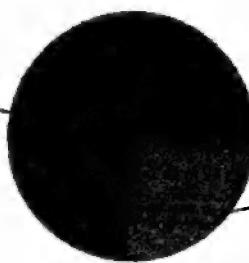
Aggressive driving has contributed substantially to traffic crashes on Missouri's roadways, especially those crashes resulting in death. Aggressive drivers are defined as drivers of motorized vehicles who committed one or more of the following violations which contributed to the cause of a traffic crash: speeding; improper passing; violation of stop sign / signal; driving on wrong side of road (not passing); following too close; improper signal; improper lane usage / change; and / or failed to yield.

In 2004, there were 182,243 traffic crashes in the State. In these crashes, 57.8% involved one or more drivers of motorized vehicles exhibiting aggressive driving behavior. There were 1,006 fatal traffic crashes in which 1,130 persons were killed. *In 74.5% of these fatal crashes, one or more drivers were exhibiting aggressive driving behaviors.*

2004 MISSOURI AGGRESSIVE DRIVER INVOLVED TRAFFIC CRASHES

FATAL TRAFFIC CRASHES

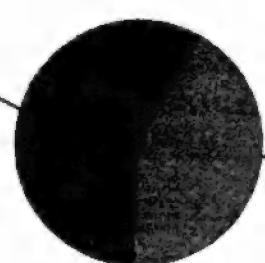
AGGRESSIVE
DRIVING
INVOLVED
749
74.5%



NO AGGRESSIVE
DRIVING
INVOLVED
257
25.5%

ALL TRAFFIC CRASHES

AGGRESSIVE
DRIVING
INVOLVED
105,391
57.8%



NO AGGRESSIVE
DRIVING
INVOLVED
76,852
42.2%

In 2004, 851 persons were killed and 47,113 injured in aggressive driver involved traffic crashes. In other words, one person was killed every 10.3 hours and one was injured every 11.2 minutes in the State.

MISSOURI AGGRESSIVE DRIVER INVOLVED PERSONAL INJURY PROBLEM ANALYSIS CLOCK 2004

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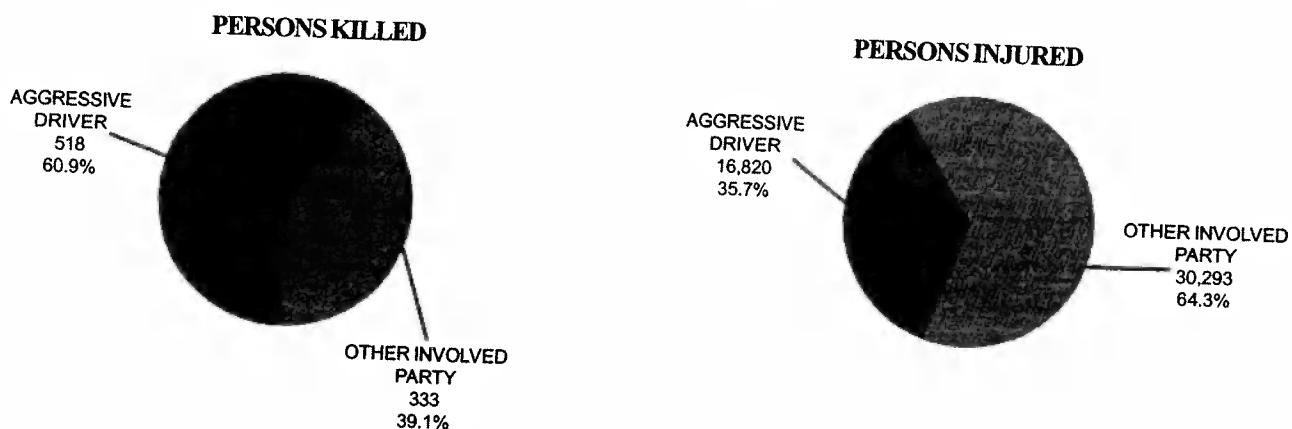
47,964 persons killed or injured in aggressive driver involved traffic crashes
(One every 11.0 minutes)

851 persons killed
(One every 10.3 hours)

47,113 persons injured
(One every 11.2 minutes)

Aggressive drivers not only put their lives at risk, but the lives of others as well. Of the 851 people killed, 60.9% were the aggressive driver and the other 39.1% were some other party in the incident. Of the 47,113 injured, slightly more than one-third (35.7%) were aggressive drivers and almost two-thirds (64.3%) were some other involved person.

2004 MISSOURI AGGRESSIVE DRIVER INVOLVED TRAFFIC CRASHES (Person Involvement)



2004 MISSOURI AGGRESSIVE DRIVER INVOLVED TRAFFIC CRASHES TYPE OF CIRCUMSTANCE (by Crash Severity¹)

FATAL CRASHES = 749		TOTAL CRASHES = 105,391	
	TOTAL FATAL		TOTAL CRASHES
EXCEEDING SPEED LIMIT	19.1		4.5
TOO FAST FOR CONDITIONS	39.5		26.1
IMPROPER PASSING	4.3		2.9
VIOLATION OF STOP SIGN / SIGNAL	6.4		7.7
WRONG SIDE NOT PASSING	20.0		3.3
FOLLOWING TOO CLOSE	2.4		24.6
IMPROPER SIGNAL	0.0		0.4
IMPROPER LANE USAGE / CHANGE	21.1		14.4
FAILED TO YIELD	14.0		29.5

¹This table identifies the percentage of 2004 Missouri aggressive driving related traffic crashes by specific type of aggressive driving behavior involved. For instance, in fatal aggressive driving related crashes, 19.1% involved a motorized vehicle driver exceeding the speed limit. In all aggressive driving related crashes, 4.5% had one or more drivers who were exceeding the speed limit.

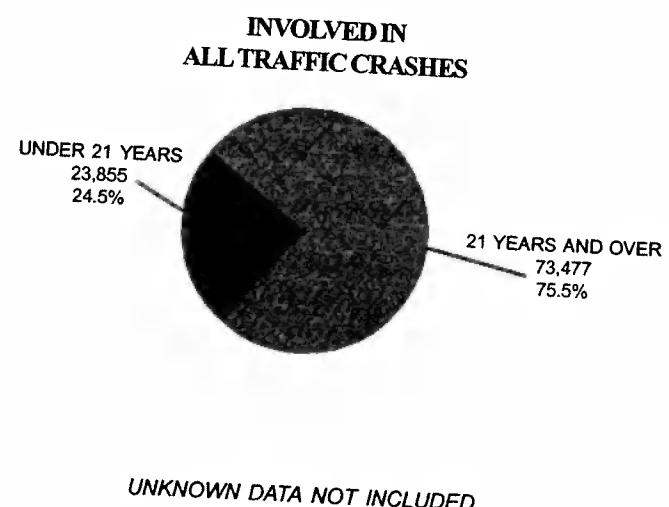
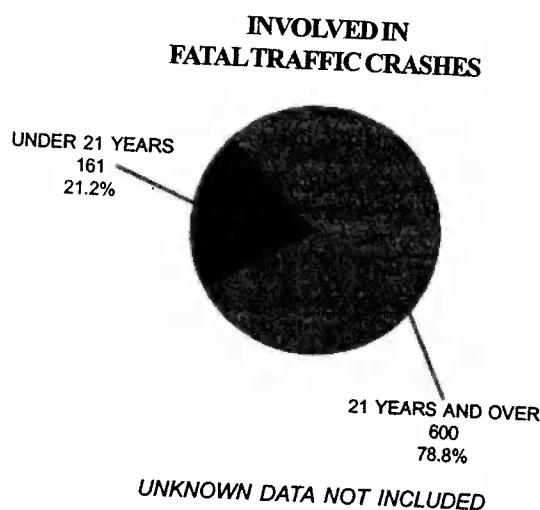
YOUNG AGGRESSIVE DRIVERS (under Age 21)

In 2004, there were 109,650 drivers of motorized vehicles whose aggressive driving contributed to the cause of a traffic crash. Of those, 23,855 or **24.5% were under the age of 21** -- causing a crash every 22.1 minutes. This is especially noteworthy since young drivers represent only 10.8% of Missouri's licensed drivers.

A total of 770 aggressive drivers were involved in crashes where one or more persons were killed. Of these, 161 or 21.2% were under the age of 21 and were involved in crashes where 182 people were killed. Of those killed, 100 or 54.9% were the young aggressive driver and 82 or 45.1% were some other person in the crash.

A total of 192 young people died and another 13,898 were injured in 2004 traffic crashes where aggressive driving was a contributing factor -- one every 37.4 minutes.

AGGRESSIVE DRIVERS INVOLVED IN 2004 MISSOURI TRAFFIC CRASHES (by Age)



BLUEPRINT AGGRESSIVE DRIVERS

Aggressive driving has contributed substantially to traffic crashes on Missouri's roadways, especially those crashes resulting in death. Aggressive drivers are defined in "Missouri's Blueprint for Safer Roadways" as drivers of motorized vehicles who committed one or more of the following violations which contributed to the cause of a traffic crash: speeding; driving too fast for conditions; and / or following too close.

2004 MISSOURI AGGRESSIVE DRIVER INVOLVED TRAFFIC CRASHES TYPE OF CIRCUMSTANCE (by Crash Severity¹)

FATAL CRASHES = 426		TOTAL CRASHES = 54,716
	TOTAL FATAL	TOTAL CRASHES
EXCEEDING SPEED LIMIT	33.6	8.8
TOO FAST FOR CONDITIONS	69.5	50.3
FOLLOWING TOO CLOSE	4.2	47.5

¹This table identifies the percentage of 2004 Missouri aggressive driving related traffic crashes by specific type of aggressive driving behavior involved. For instance, in fatal aggressive driving related crashes, 33.6% involved a motorized vehicle driver exceeding the speed limit. In all aggressive driving related crashes, 8.8% had one or more drivers who were exceeding the speed limit.

Benchmarks

1. The state will strive to see a reduction in aggressive driving crashes. Statistics from 2004 show a steady increase in the number of aggressive driving crashes as a percentage of total crashes (56.5% in 2002 increased to 57.1% in 2003 and up to 57.8% in 2004). When reviewing fatal crashes only, there has also been a steady increase each year (from 69.8% in 2002 to 73.5% in 2003 and up to 74.5% in 2004). Although we have limited statistics, making it difficult to determine benchmarks, we will set a conservative reduction of 1% per year for overall crashes and 1% per year reduction for fatal crashes. Aggressive driving is often influenced by road conditions, traffic congestion, and time constraints. We will monitor the effects of these determinants on aggressive driving crashes. Areas that warrant special attention are roadways with considerable construction work (locations will be defined by crash data indicating that a majority of fatal and serious injury crashes are occurring on these roads). With further study of these control factors, we hope to be able to continually develop more effective countermeasures.

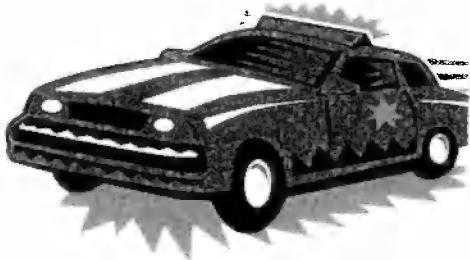
Performance Measures

Continue to track and evaluate all crashes involving hazardous moving violations with special attention given to Speeding (Exceeding Posted Limit and Too Fast for Conditions) and Following Too Closely violations as identified in *Missouri's Blueprint for Safer Roadways*.

Strategies

- Enhance targeted corridor and Selective Traffic Enforcement Programs (STEPs) through the Highway Patrol and local law enforcement agencies
- Continue to strategize with law enforcement partners to develop enforcement/awareness countermeasures and share their concepts and programs
- Fund saturation enforcement efforts in construction/work zones in each of the MoDOT districts complemented by enhanced work zone awareness campaign efforts
- Expand use of speed monitoring and changeable message signs
- Expand efforts to educate roadway users on the dangers of aggressive driving and the rules of the road

Speed Involvement



In a National survey of speeding and unsafe driving attitudes and behaviors, it was found that speeding is a pervasive behavior with most drivers driving over the posted speed. Drivers reported that they are most likely to speed on non-interstate multi-lane roads, younger male drivers are most likely to speed, and most drivers seem to believe that they can drive about 7-8 mph over the posted limit before they will be ticketed. Many drivers felt that enforcement of non-speeding unsafe behaviors is too lax, with half or more seeing too little enforcement of tailgating, weaving and running red lights. A majority of drivers felt that automated photo enforcement of unsafe drivers passing a school bus, speeding in school zones and at railroad crossings, and running red lights is a good idea.

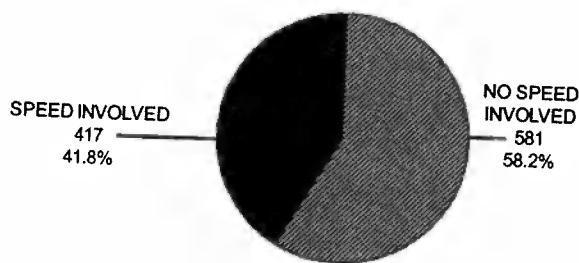
Royal, Dawn, *National Survey of Speeding and Unsafe Driving Attitudes and Behavior: 2002*, U.S. Department of Transportation, Report No. DOT HS 809 730, Report Date: May 2004.

SPEED INVOLVEMENT

Speed is a substantial contributing factor in traffic crashes on Missouri's roadways, especially those resulting in death. In 2004, there were 182,243 traffic crashes in the State. In known cases, 17.8% involved one or more drivers of motorized vehicles driving too fast for conditions or exceeding the speed limit. In 2004, there were 1,006 Missouri traffic crashes in which 1,130 persons were killed. In 41.8% of these crashes, one or more motorized vehicle drivers were speeding.

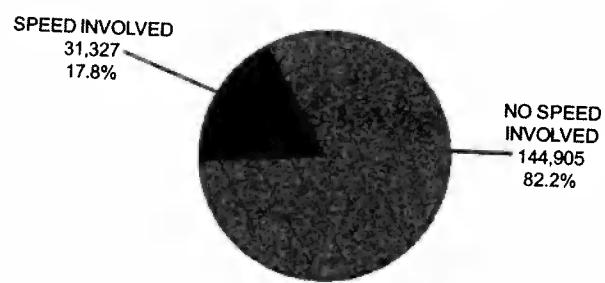
2004 MISSOURI SPEED-INVOLVED TRAFFIC CRASHES

FATAL TRAFFIC CRASHES



UNKNOWN DATA NOT INCLUDED

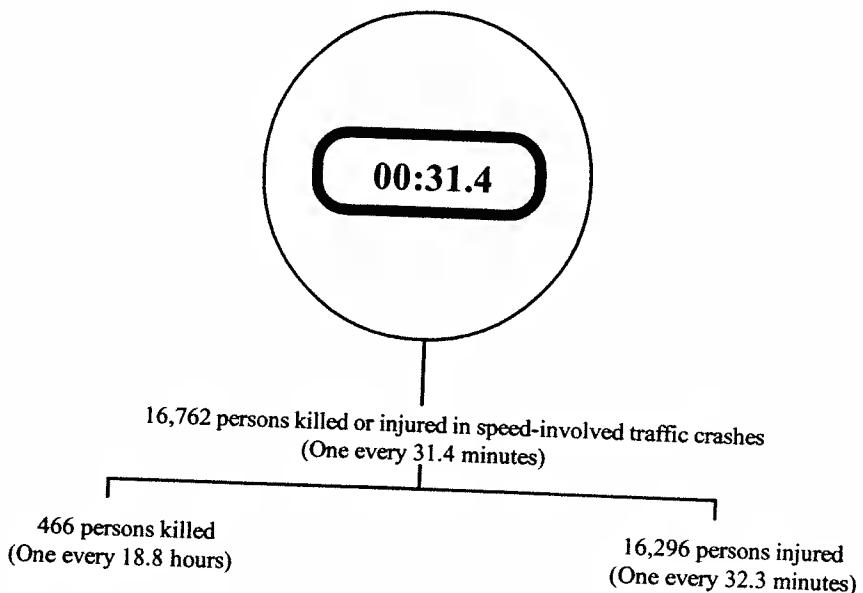
ALL TRAFFIC CRASHES



UNKNOWN DATA NOT INCLUDED

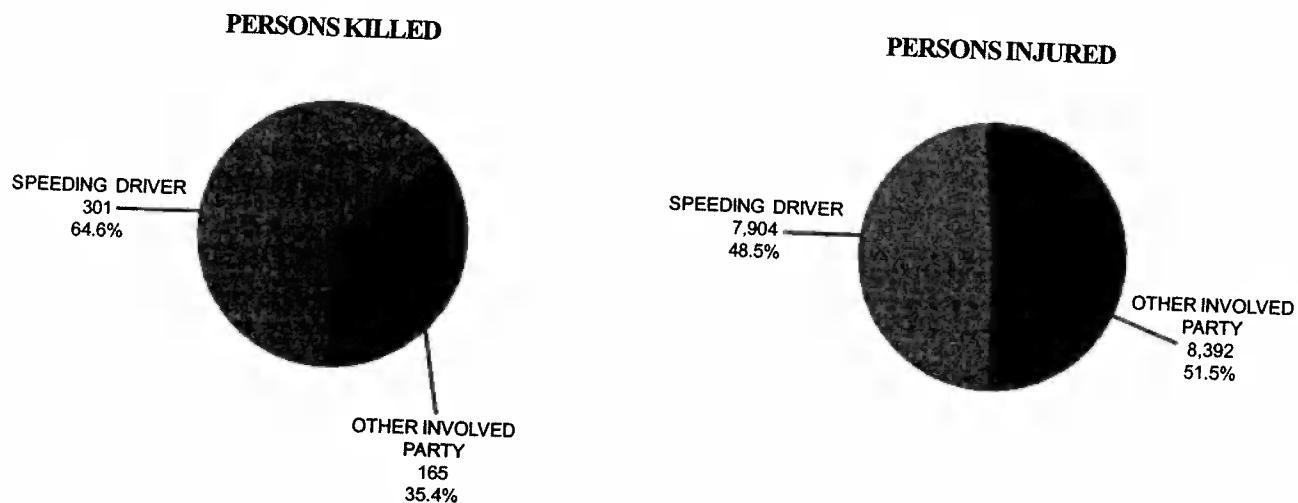
In 2004, 466 persons were killed and 16,296 injured in speed-involved traffic crashes. In other words, one person was killed every 18.8 hours and one was injured every 32.3 minutes in the State.

MISSOURI SPEED-INVOLVED PERSONAL INJURY PROBLEM ANALYSIS CLOCK 2004



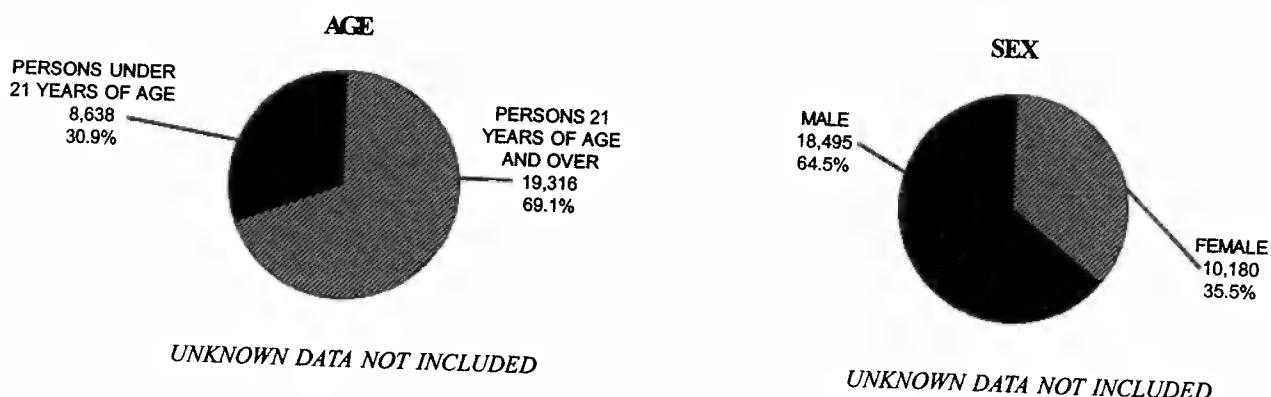
The driver of a motorized vehicle not only puts their life at risk when speeding on Missouri roadways, but other persons as well. Of the 466 persons killed in 2004 speed-related traffic crashes, 64.6% were the speeding drivers. The other 35.4% were some other party in the incident. Of the 16,296 injured, less than half (48.5%) were the speeding driver while the majority (51.5%) were some other involved person.

2004 MISSOURI SPEED-INVOLVED TRAFFIC CRASHES (Person Involvement)



A sizable proportion of motorized drivers speeding on Missouri roadways and causing traffic crashes are young and male. Of all speeding drivers involved in Missouri's 2004 traffic crashes, about one-third (30.9%) were under the age of 21. In addition, 64.5% of the speeding drivers were male.

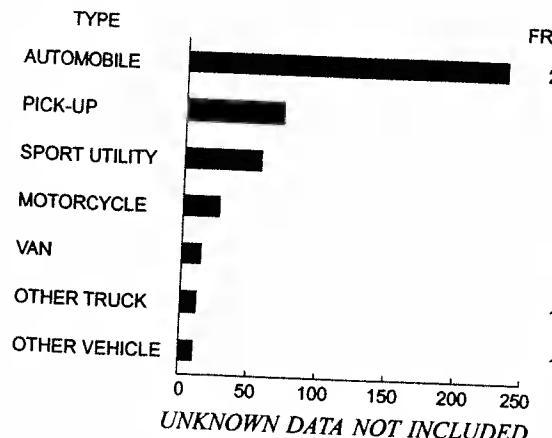
2004 MISSOURI TRAFFIC CRASHES – DRIVERS SPEEDING (by Age and Sex)



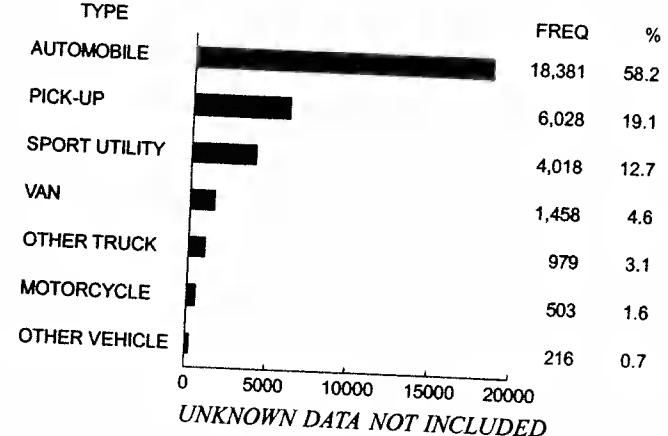
The majority of speeding drivers involved in 2004 Missouri traffic crashes were driving automobiles (58.2%), followed by pick-up trucks (19.1%), and sport utility vehicles (12.7%). However, when examining speeding drivers in fatal traffic crashes, pick-up trucks make up one-sixth of the involved vehicles (16.8%).

2004 MISSOURI SPEED-INVOLVED TRAFFIC CRASHES (by Vehicle Type)

FATAL TRAFFIC CRASHES



ALL TRAFFIC CRASHES



Benchmarks

- 1 One percent reduction in statewide speed-related crashes (percentage of all crashes):
2004 = 17.8% (.2% decrease)
2003 = 18.0% (.4% increase)
2002 = 17.6%
- 2 Reductions in crashes at high accident locations are established within individual traffic safety projects at levels ranging from 5-20% depending on the agency, location, level of enforcement, project type (i.e., educational versus enforcement). These benchmarks are listed as "goals" within each individual contract.

Performance Measures

Continue tracking and analyzing all speed-related crashes. Report speed-related violations and speed-related crash rates at locations where saturation enforcement projects are supported.

Strategies

- Enhance targeted corridor and Selective Traffic Enforcement Programs (STEPS) through state and local law enforcement agencies
- Keep abreast of the latest technologies in enforcement equipment and provide funding to support equipment needs that will enhance the enforcement efforts (e.g., radar/lidar, vehicles)
- Provide support for the Highway Patrol's aircraft speed enforcement efforts
- Support speed enforcement efforts in construction/work zones
- Expand use of speed monitoring and changeable message signs
- Participate, as requested, in national efforts to track and evaluate increased speed limits

Alcohol Impairment



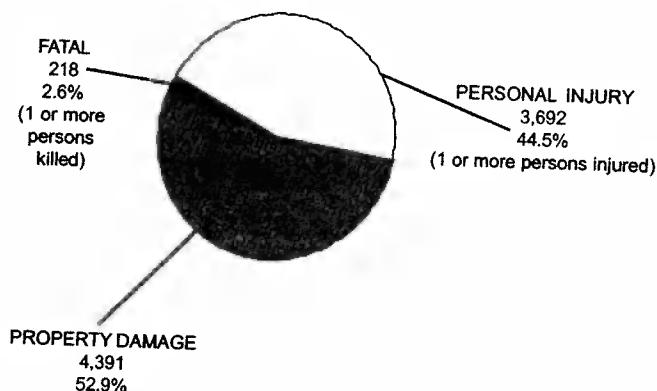
It's impossible for anyone to predict how alcohol will affect him or her on any given occasion. Every drink, especially the first, takes influence over the body and mind having a profound impact over divided attention skills like driving a motor vehicle. Only one drink could have dire consequences.

This leaves only one option —if you're going to drink, don't drive.

ALCOHOL INVOLVEMENT

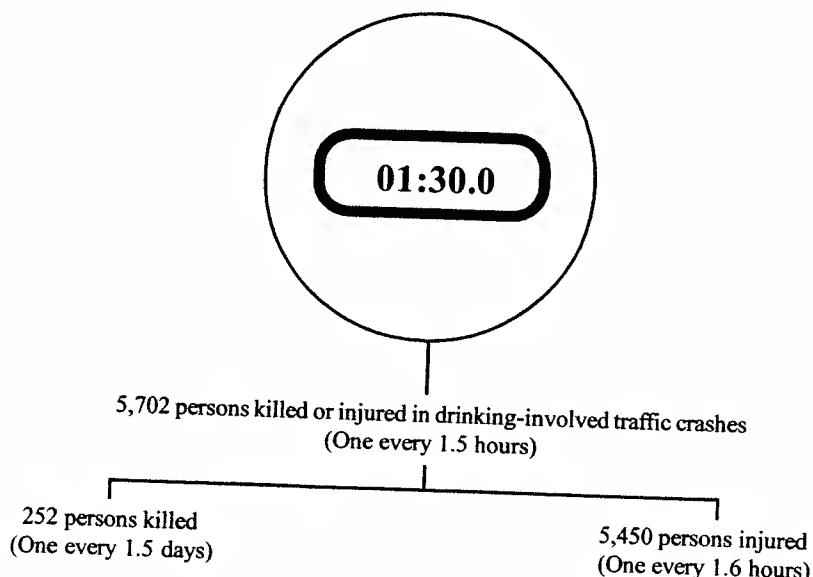
Alcohol contributes substantially to traffic crashes on Missouri's roads, especially those resulting in death or personal injury. In 2004, 182,243 traffic crashes occurred in the State. Of those, 0.5% resulted in a fatality and 25.2% involved someone being injured. During the same time period, there were 8,301 traffic crashes where one or more drivers and/or pedestrians were drinking and, in the opinion of the investigating officer, their intoxicated condition was a contributing factor. In these incidents, 2.6% resulted in at least one death; 44.5% resulted in a personal injury.

2004 MISSOURI DRINKING-INVOLVED TRAFFIC CRASHES



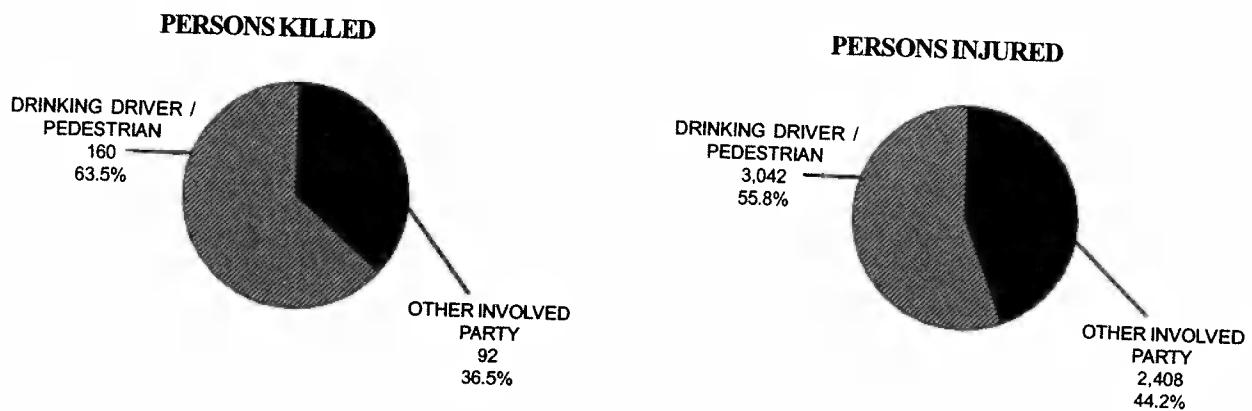
In 2004, 252 persons were killed in the 8,301 alcohol-involved traffic crashes; 5,450 persons were injured in these incidents -- one person was killed every 1.5 days and one injured every 1.6 hours. It also must be recognized alcohol intoxication is being under-reported as a contributing factor in traffic crashes. As a result, it is an even greater traffic safety problem than these statistics would indicate.

MISSOURI DRINKING-INVOLVED PERSONAL INJURY PROBLEM ANALYSIS CLOCK 2004



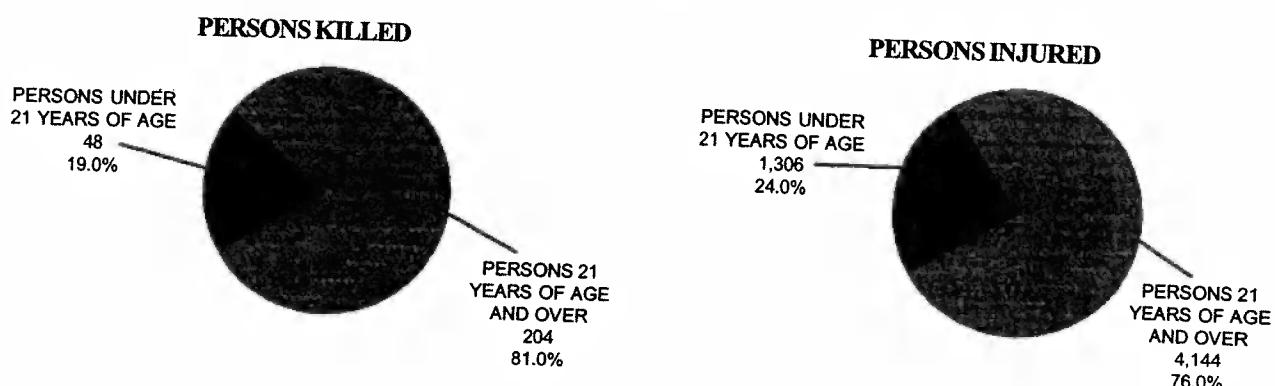
Some contend that those drinking and driving are simply hurting and killing themselves. Although a large number of persons being killed/injured in alcohol-involved traffic crashes are the drinking drivers, a substantial number of persons dying and being injured in these crashes are not intoxicated. Their actions in these incidents probably did not contribute to the cause of the collision. Of the 252 persons killed in alcohol-involved traffic crashes, 63.5% were the intoxicated driver/pedestrian and 36.5% were some other involved party. Of the 5,450 injured, 55.8% were the intoxicated drivers/pedestrians while 44.2% were other persons in the incidents.

2004 MISSOURI DRINKING-INVOLVED TRAFFIC CRASHES (Person Involvement)



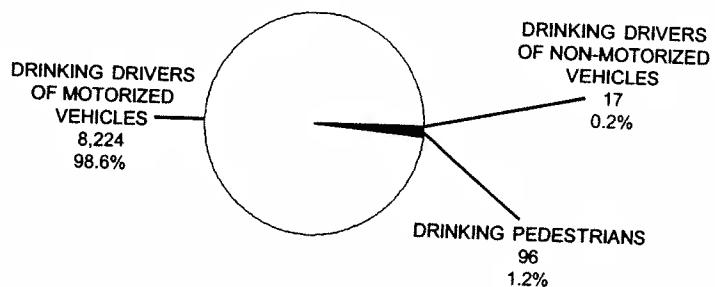
Alcohol-related traffic crashes are having an adverse impact on youth in the State of Missouri. Of the 252 persons who died in 2004 Missouri alcohol-involved traffic crashes, 19.0% were under the age of 21. Of the 5,450 who were injured in these incidents, 24.0% were young persons.

2004 MISSOURI DRINKING-INVOLVED TRAFFIC CRASHES (by Age)



To address Missouri's alcohol-involved traffic crash problem, it is important to understand whose intoxicated condition contributed to the cause of the incident. There were 8,337 intoxicated drivers/pedestrians involved in the 8,301 Missouri traffic crashes in 2004. The vast majority were drivers of motorized vehicles (98.6%); pedestrians made up 1.2%; and 0.2% involved some other driver.

DRINKING IN 2004 MISSOURI TRAFFIC CRASHES (Person Category)



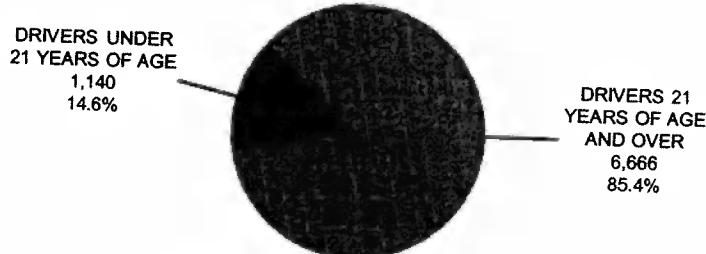
UNKNOWN DATA NOT INCLUDED

Young Drinking Drivers (Under Age 21)

Youth make up a significant proportion of drinking drivers of motorized vehicles causing traffic crashes on Missouri roadways. Of the 8,224 drivers of motorized vehicles whose consumption of alcohol caused a 2004 traffic crash, 14.6% were under the age of 21 (in known cases). In other words, a drinking driver under the age of 21 caused a traffic crash in Missouri every 7.7 hours in 2004.

A total of 201 drinking drivers of motorized vehicles were involved in crashes where one or more persons were killed. Of these drivers, 11.1% were under the age of 21 (in known cases). A total of 27 persons were killed in traffic crashes involving these young drivers. *Of those persons killed, 44.4% were the under-age drinking driver and 55.6% were some other party in the crash.*

2004 MISSOURI TRAFFIC CRASHES DRINKING DRIVERS OF MOTORIZED VEHICLES (by Age)



UNKNOWN DATA NOT INCLUDED

Dead Driver Blood Test Results

It is recognized that current law enforcement reporting practices tend to under-report alcohol and drugs as contributing factors in traffic crashes. In order to acquire a better perspective of the seriousness of this problem, a study was conducted in which blood test results of drivers killed in Missouri traffic crashes were analyzed.

When examining blood test results of drivers killed in 2001 - 2003 Missouri traffic crashes, it was found that 39.6% had been drinking to some degree and 34.2% had a blood alcohol level of 0.08 or above (legal intoxication level).

In Missouri, coroners and medical examiners are required to test for alcohol in the blood if a driver dies within eight hours of a crash. However, for drugs other than alcohol, they only test when they have some suspicion other types of drugs were involved. For those dead drivers tested for other drugs during this time period, 27.3% tested positive for one or more drugs. Of the drugs identified, 32.9% were marijuana, 16.6% were methamphetamine / amphetamine, and 6.3% were cocaine.

Benchmarks

1. To decrease total alcohol-related crashes by 2.0% annually.

<u>Year</u>	<u>Total</u>	<u>% Change over previous year</u>
2004	8301	2.72% increase
2003	8081	4.69% decrease
2002	8479	1.02% increase

2. To decrease alcohol-related crashes involving drivers under age 21 by 1%.

<u>Year</u>	<u>Total A/R Crashes Involving Young Drivers</u>	<u>% Change over previous year</u>
2004	1140	3.4% decrease
2003	1181	1.0% decrease
2002	1191	1.8% decrease

Performance Measures

Ongoing analysis of the traffic crash data in Missouri will serve as the means to measure progress toward the Benchmarks. In alcohol-related crashes, specific criteria are considered: age and sex of drivers; time, date and location of occurrences; drivers versus pedestrians. Crash data will be analyzed in those target areas where alcohol countermeasure projects have been established. Where available, arrest and conviction data will be used to evaluate legislation and to determine training and equipment needs for effective enforcement, prosecution, adjudication and treatment of offenders.

Strategies

Public Information and Education

- Educate the public about the dangers of driving after drinking or using other drugs through public awareness campaigns (i.e., *You Drink & Drive. You Lose*), distribution of educational materials, traffic safety workshops, health and safety fairs, displays, and public service announcements.
- Incorporate drinking/driving educational programs into Missouri's school systems and businesses
- Develop statewide designated driver programs which stress alternatives to drinking and driving (CHEERS designated driver program and MoDOT public information materials)
- Educate large numbers of alcohol servers in intervention techniques utilizing the SMART web-based server training program and continue to promote the program
- Provide support to the DWI subcommittee of the Missouri Coalition for Roadway Safety to address alcohol-related crashes
- Incorporate, where possible, recommendations made in the 1999 DWI Assessment
- Incorporate, if possible, recommendations made during the 2001 BAC Symposium
- Continue support for youth/young adult prevention and education programs: Team Spirit Leadership Conference; Team Spirit Reunion; Think First Programs (School Assembly Programs, Elementary School Curriculum, Young Traffic Offenders Program); university level Partners in Prevention and Partners In Environmental Change
- Revise and reprint alcohol educational materials as needed; expand partnerships to encourage use of these materials in their publications
- Develop campaigns/materials to reach special target groups (drivers < 21 years, 21-34 year olds, minorities)
- Develop materials to educate legislators about alcohol-related driving issues
- Participate in interagency meetings and committees in order to share ideas, avoid duplication of efforts, and maximize resources (Missouri Youth/Adult Alliance, Act MO, Blueprint alcohol subcommittee, Missouri Roadway Coalition, Partners in Prevention, Partners in Environmental Change)
- Support local efforts to reduce drinking and driving -- especially underage drinking -- by providing technical assistance in developing programs such as *DWI docudramas* or *Every 15 Minutes*, loaning them collateral materials to enhance their efforts (fatal vision goggles, videos, community program guides), and providing speakers

Enforcement

- Provide equipment to enhance enforcement efforts and appropriate training to ensure effective use of this equipment (e.g., breath alcohol testing equipment and BAT vans, video cameras, and sobriety checkpoint supplies including signs, cones, flares, lights, generators, vests)
- Provide training on detection and apprehension of impaired drivers (e.g., field sobriety testing, courtroom testimony, & DWI crash investigation techniques)
- Provide motivational speakers for law enforcement personnel during training events such as the annual Law Enforcement Traffic Safety Advisory Council (LETSAC) conference
- Provide supplies and support for Drug Recognition Experts and the DRE Recertification Training to ensure continuity of the program
- Provide funding for alcohol saturation enforcement teams, sobriety checkpoints, overtime salaries for Breath Alcohol Testing (BAT) van operations, and maintenance for BAT Vans
- Provide funding for projects designed to prevent underage alcohol purchase, apprehend minors attempting to purchase alcohol, and provide a physical enforcement/intervention presence (e.g., Badges in Business, Server Training, Party Patrol, selective enforcement & special events)

- Incorporate, where possible, recommendations made in the 1999 DWI Assessment, including promoting the use of Missouri's Driving While Impaired Tracking System (integrated system linking the local law enforcement systems, Department of Revenue, MoDOT, Highway Patrol, and Office of the State Courts Administrator to track a DWI arrest through prosecution and sentencing) and training local law enforcement clerks and court clerks to use the system
- Incorporate, if possible, recommendations made at the 2001 BAC Testing Symposium
- Increase consistency in enforcement efforts statewide through law enforcement public awareness campaigns (*You Drink & You Drive. You Lose*) and multijurisdiction enforcement efforts (statewide alcohol Mobilizations by state and local law enforcement agencies)
- Expand selective enforcement efforts to address young drinking drivers by funding underage drinking enforcement projects statewide
- Utilize additional SES (Strategic Evaluation State) funding to sustain year-round enforcement for national/state campaigns and to target areas representing 65% of the state's population and geographical subdivisions that account for at least 65% of alcohol-related fatalities.

Prosecution/Adjudication

- Train prosecutors and law enforcement on local/national DWI issues--Missouri Office of Prosecution Services
- Provide funding to send prosecutors and judges to training that will increase their knowledge about DWI issues and improve prosecution techniques
- Provide continued funding for the statewide Traffic Safety Resource Prosecutor whose job it will be to provide training and technical support for prosecutors in Missouri
- Continue to provide funding for the Court Monitoring project in selected municipalities in order to increase conviction rates
- Provide additional training to DWI court teams from across the state
- Provide equipment and training to enhance the DWI Tracking System (DWITS)
- Provide an integrated system, a web link and/or specifications to local law enforcement agencies that will allow them to access the DWITS and enter DWI arrest information that can be tracked through prosecution and sentencing

Technology

- Finalize the DWITS to include physical adjustments, upgrades and additions to the current state computer systems and training for users of the system)
- Repair, calibrate, certify breath test instruments in order to improve reliability of the instruments; also reassign units as needed--CMSU Breath Laboratory
- Provide funding for programming and to upgrade equipment that will decrease the turnaround time of Administrative License Revocation cases--Department of Revenue

Engineering--Section 154, Open Container Transfer Funds

Within the provisions of TEA-21 and carried through in SAFETEA-LU during reauthorization, states were required to pass and enforce a qualifying Open Container law or be subject to a 3% transfer of their federal aid highway funds. These funds were required to be diverted to either alcohol countermeasure safety programs (within the Highway Safety Division) or be utilized for qualifying Hazard Elimination projects. Some of the alcohol countermeasures identified within this Plan are supported by Section 154 transfer funds. A portion of the funding was retained for Hazard Elimination efforts that consisted of installing 3-strand guard cable on major roadways to prevent crossover crashes--one of the most serious of crashes occurring in Missouri.

Occupant Protection

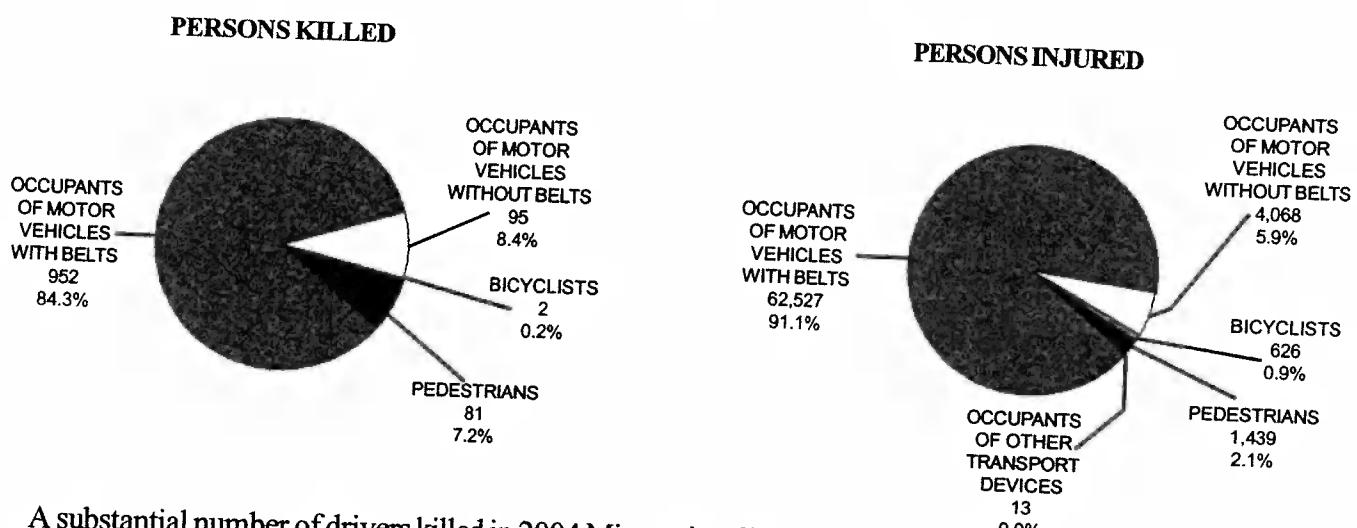


Traffic crashes are a leading cause of death in the United States. Increasing safety belt use has tremendous potential for saving lives, preventing injuries, and reducing the economic costs associated with crashes. Strong occupant protection laws coupled with high visibility enforcement campaigns (such as "Click It or Ticket") are currently the most effective ways to increase safety belt use.

OCCUPANT PROTECTION

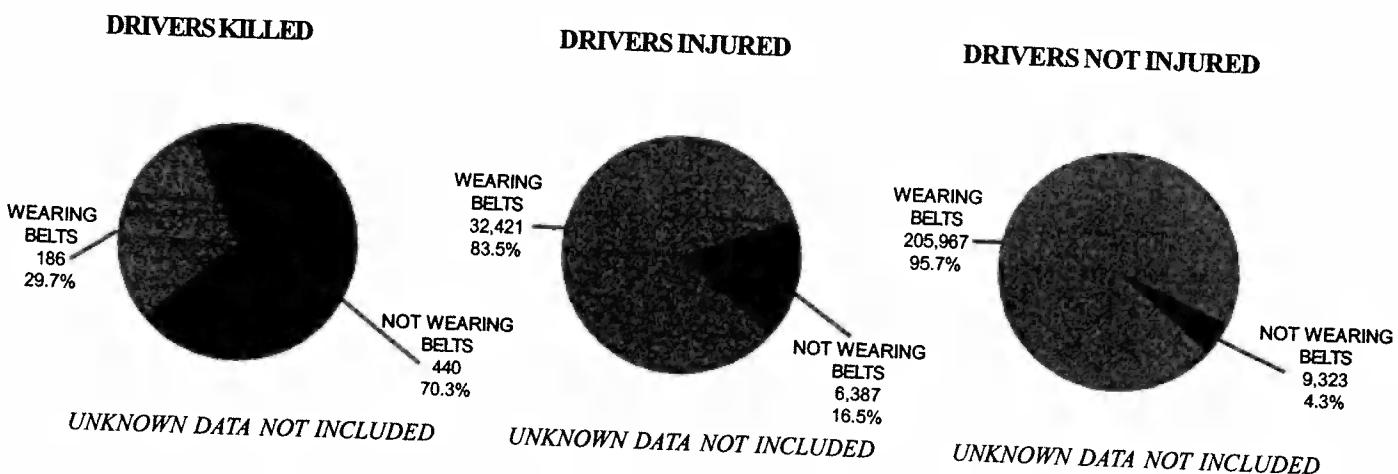
It is well recognized one of the best ways to protect oneself from death and injury when traveling in a motor vehicle is to wear seat belts and, for the very young person, it is to place them in a child safety seat. For a numbers of years, motor vehicle manufacturers have been required to install seat belts in their vehicles. As a result, the majority of motor vehicles on Missouri roadways have these types of safety devices installed. When examining persons killed and injured in Missouri traffic crashes, the vast majority had seat belt devices available for use. In 2004, 1,130 persons were killed in traffic crashes. Of these, 84.3% were occupants of vehicles which, in all probability, had a seat belt available for use. Of the 68,673 persons injured in 2004, 91.1% were driving or riding in vehicles having seat belts.

2004 MISSOURI TRAFFIC CRASHES



A substantial number of drivers killed in 2004 Missouri traffic crashes were not wearing seat belts compared to those injured and not injured. Of those dead drivers whose seat belt usage was known, 70.3% were not buckled up. Of those injured, 16.5% were not belted, and of those not injured, only 4.3% were not wearing a seat belt.

2004 MISSOURI TRAFFIC CRASHES SEAT BELT USAGE

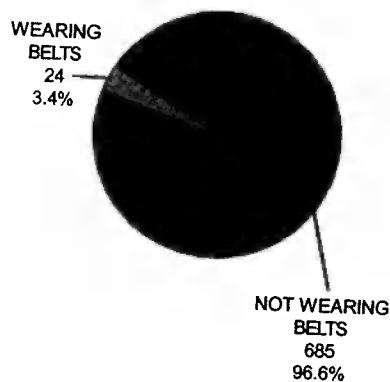


EJECTIONS

The possibility of death and injury dramatically increases in cases where the person is ejected from the vehicle at the time of the crash. One of the benefits of being belted is it increases the probability of the person staying in the vehicle and being protected by the vehicle passenger compartment. Of those drivers totally ejected from a vehicle in 2004 Missouri traffic crashes, 96.6% were not wearing seat belts in known cases and of those partially ejected, 32.2% were not belted. Of the drivers not ejected from their vehicles, only 6.1% were not wearing their safety restraint device.

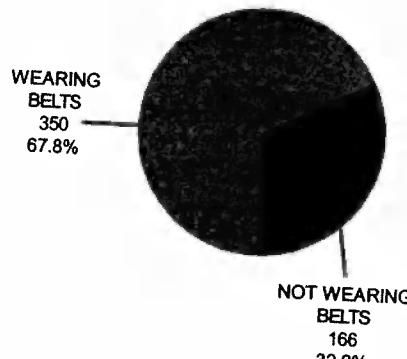
2004 MISSOURI TRAFFIC CRASHES SEAT BELT USAGE

DRIVERS TOTALLY EJECTED



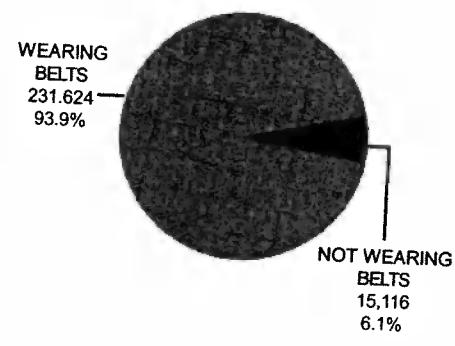
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DRIVERS PARTIALLY EJECTED



UNKNOWN DATA NOT INCLUDED

DRIVERS NOT EJECTED



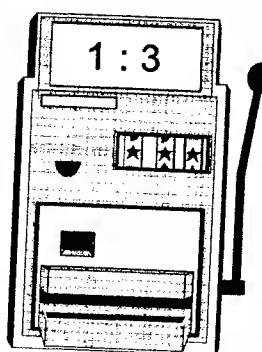
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INCREASE YOUR ODDS

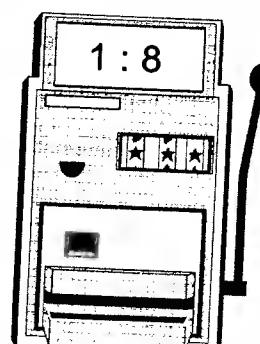
Seat belt usage dramatically reduces a person's chance of being killed and injured in a traffic crash. Of the drivers involved in 2004 Missouri traffic crashes, 1 in 3 were injured if they were not wearing their seat belt. However, if they were wearing a seat belt, their chances of being injured in the crash were 1 in 8. When examining driver deaths, the differences are much more dramatic. A driver involved in a 2004 Missouri traffic crash had a 1 in 37 chance of being killed if they were not wearing a seat belt. In those cases where a driver wore a seat belt, their chance of being killed was 1 in 1,283.

2004 MISSOURI TRAFFIC CRASHES CHANCE OF DRIVER BEING INJURED

NOT WEARING SEAT BELT

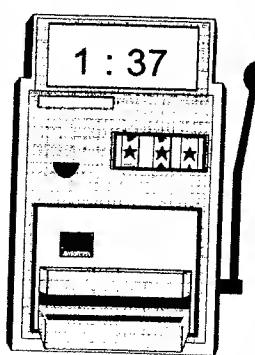


WEARING SEAT BELT

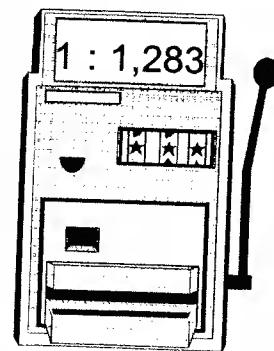


CHANCE OF DRIVER BEING KILLED

NOT WEARING SEAT BELTS



WEARING SEAT BELTS

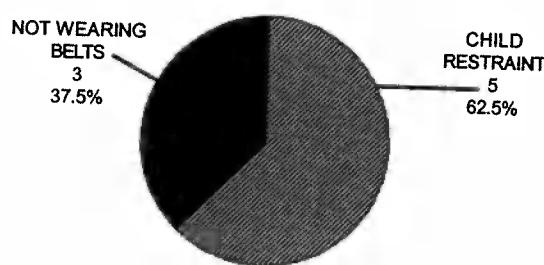


CHILD SAFETY SEATS

From a public safety policy perspective, Missouri must continue to promote the use of seat belts by motor vehicle occupants. In addition, special attention must be paid to increasing the use of specialized restraint devices when transporting young children. In 2004, eight children under the age of 4 were killed in a motor vehicle. In known cases, 37.5% were not using any type of restraint device. There were 806 children under 4 injured as occupants in motor vehicles in 2004. In known cases, 10.2% were not using any type of restraint device and 18.6% were in an adult seat belt.

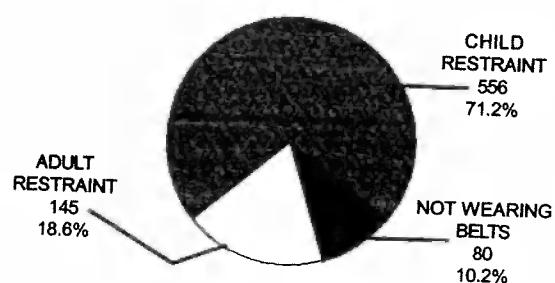
2004 MISSOURI TRAFFIC CRASHES RESTRAINT DEVICE USAGE -- CHILDREN UNDER AGE 4

CHILDREN UNDER AGE 4 - KILLED



UNKNOWN DATA NOT INCLUDED

CHILDREN UNDER AGE 4 - INJURED

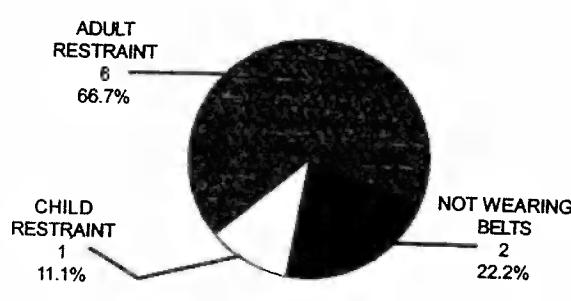


UNKNOWN DATA NOT INCLUDED

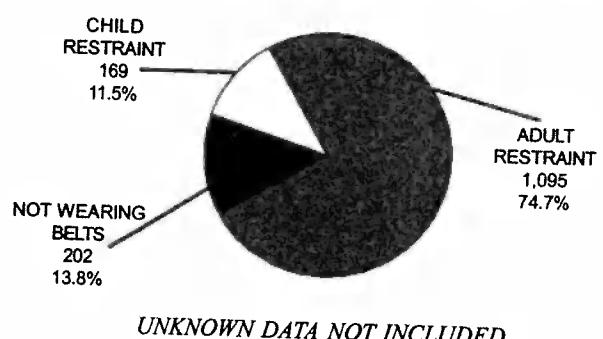
While Missouri law requires children under the age of 4 to be in an occupant restraint, children 4 - 8 years of age must be belted in, but are not required to be placed in a child restraint. Studies do show that children in this age group are much safer when protected by a booster seat. In 2004, nine children 4 - 8 years of age were killed in a motor vehicle. In known cases, 22.2% were not using any type of restraint device. Another 1,576 children within this age group were injured as occupants in motor vehicles in 2004. In known cases, 13.8% were not using any type of restraint device, 11.5% were using a child restraint, and 74.7% were in a seat belt.

2004 MISSOURI TRAFFIC CRASHES RESTRAINT DEVICE USAGE -- CHILDREN 4 - 8 YEARS OF AGE

CHILDREN 4-8 YEARS OF AGE - KILLED



CHILDREN 4-8 YEARS OF AGE - INJURED



**OCCUPANTS OF AUTOMOBILES / TRUCKS / VANS / MOTOR HOMES UNDER THE AGE OF 4
KILLED AND INJURED IN 2003 MISSOURI CRASHES**

PERSONAL INJURY SEVERITY BY SEAT BELT USAGE

	CHILD RESTRAINT	SEAT BELT USED	SEAT BELT NOT USED	UNKNOWN	TOTAL
KILLED ROW %	2 28.6	1 14.3	4 57.1	0 ---	7 100.0
DISABLING MAJOR ROW %	29 53.7	9 16.7	16 29.6	2 ---	56 100.0
EVIDENT ROW %	179 63.2	58 20.5	46 16.2	12 ---	295 100.0
PROBABLE ROW %	293 72.9	87 21.6	22 5.5	25 ---	427 100.0
TOTAL ROW %	503 67.4	155 20.8	88 11.8	39 ---	785 100.0

Seat Belt Usage Among High School Students

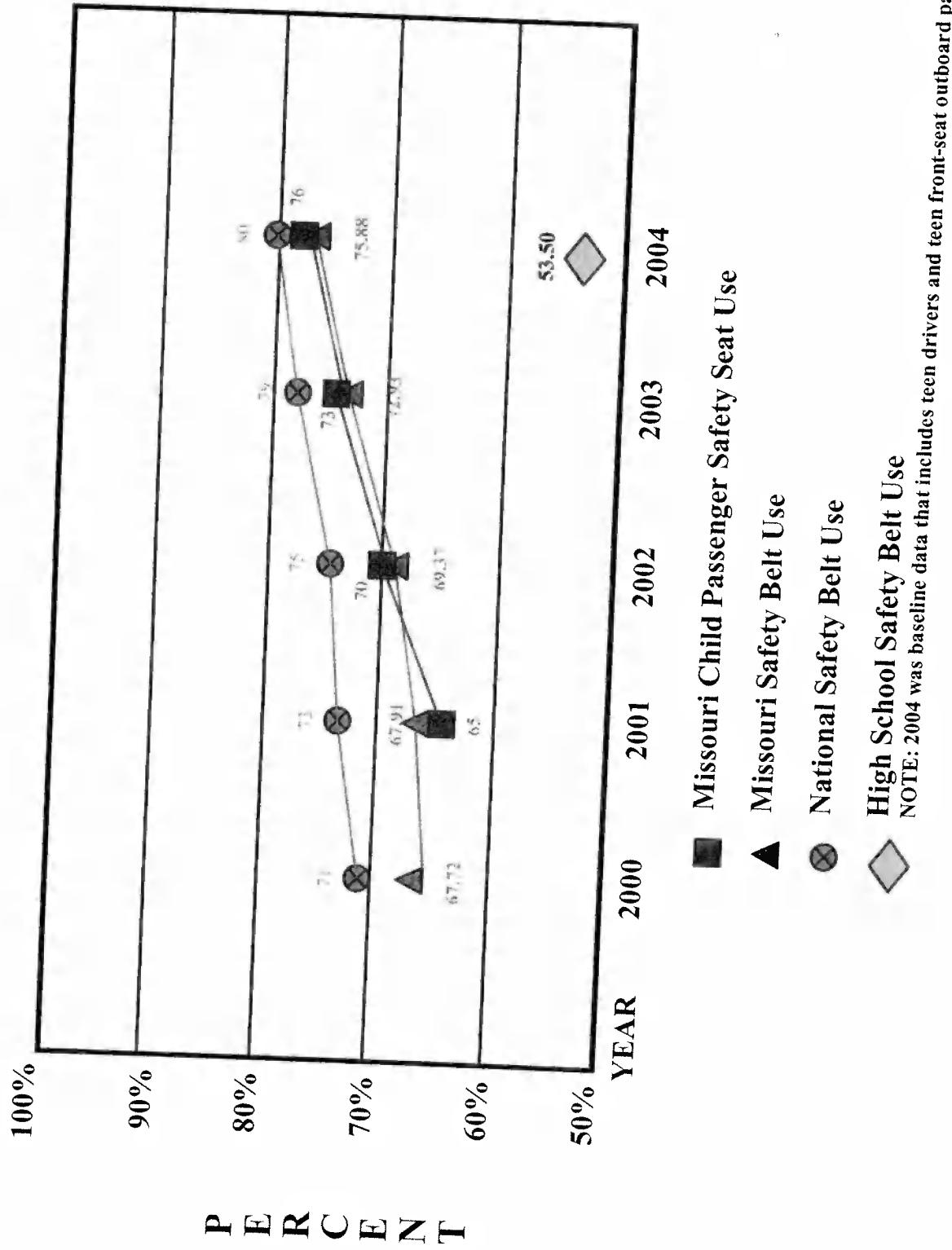
Missouri's Highway Safety Division had long been concerned with the lack of seat belt usage among young drivers and passengers. Unfortunately, there was no survey data to provide an established use rate for this age group. In 2003, the Highway Safety staff discussed developing the parameters for a safety belt survey for these teens. It was determined that the most effective way to reach this very targeted age group was to survey specifically at high school locations throughout the state.

Several guiding principles served as the underlying basis for the sampling plan:

1. The individual public high school would be the basic sample unit at which seat belt usage observations would be made.
2. The safety belt usage rates of high school students would be computed for each of the ten MoDOT districts in the state.
3. The number of schools selected from each MoDOT district would be in proportion to the number of schools in that district in comparison to the state total of 496 public high schools
4. The high schools within each district would be selected in their descending order of student enrollment to maximize the number of high school students from each MoDOT district.

One hundred-fifty schools were selected for the survey in 92 counties (80% of the 115 counties in Missouri). Data are collected in April and/or May. Observations are conducted Monday through Friday. Two instruments were used to collect the data. One instrument focused on the vehicle and the driver while the other targeted the front seat outboard passenger and other occupants in the vehicle. Significant increases were noted in those areas where targeted enforcement was coupled with intense public awareness efforts. A detailed report of all findings is kept on file at the Highway Safety office.

SAFETY BELT USE RATE



NOTE: 2004 was baseline data that includes teen drivers and teen front-seat outboard passengers

Benchmarks

1. Strive to meet or exceed the national seat belt use rate--2004 National rate was 80%; 2004 Missouri rate was 76%
2. Produce materials to educate the public on occupant protection laws and the importance of wearing seat belts all the time and using correctly-installed child safety seats
3. Strive for a 2% annual increase in child safety seat usage (Missouri's yearly rate: 2004 = 77%; 2003 = 73%; 2002 = 70%)
4. Maintain a base of certified child safety seat technicians and instructors to show parents and/or caregivers proper installation of child safety seats; going into the 1999 training year, Missouri had 4 Certified Child Passenger Safety (CPS) Instructors and 11 Certified CPS Technicians while currently there are approximately 659 270 technicians (up from 270 the previous year), 29 of whom are instructors (up from 27 the previous year). The Highway Safety Division will host 2 courses per year and strive to certify 70 new technicians and at least 1 new instructor annually. These figures do not, however, include the courses that are offered on a local level that continue to increase the number of certified trainers throughout the state.
5. 100% correct use of child safety seats by parents/caregivers upon exiting checkups/fitting stations
6. Strive for a 2% increase in teen belt usage (2004 base year usage rate = 53.6%)

Performance Measures

Ongoing analysis of the traffic crash data in Missouri will serve as the means to measure progress toward the Benchmarks. Properly administered and consistent occupant restraint usage surveys will be conducted throughout the state through MoDOT's Highway Safety Division. Usage rates will be monitored to analyze the effectiveness of our enforcement and educational campaigns.

Strategies

- Conduct NHTSA-approved statewide seat belt survey in May:
 - 1 Observational safety belt usage survey data will be collected from locations representative of the top 85 percent of the state's population. The observational data collected will be in compliance with guidelines in accordance with those recommended by the federal Intermodal Surface Transportation Efficiency Act
 - 2 Counties will be divided into two groups--7 urban counties (50,000+ population) and 13 rural counties (<50,000 population)--for a total of 20 counties, as required by NHTSA guidelines. A Missouri Department of Transportation road segments database is used to randomly select the sampling locations for each of the 20 counties.
 - 3 Data collectors (observers) will be used to record usage/non-usage of safety belts by drivers and front seat outboard passengers of: passenger vehicles; vans; sport utility vehicles; and pickup trucks. Observation periods will be 40 minutes and conducted on each day of the week between the hours of 8:00 a.m. and 5:00 p.m.

Strategies (continued)

- Conduct observational child safety seat survey annually in June using the same 20 counties that were randomly selected for the statewide safety belt survey
- Conduct Standardized Child Passenger Safety technical training programs to increase number of certified technicians and instructors
- Conduct child safety seat checkup events and educational programs through local law enforcement agencies, Safe Communities, Fire Departments, and safety organizations such as SAFE KIDS
- Upon availability of funding, provide child safety seats and supplies to CPS fitting stations
- Conduct at least one Selective Traffic Enforcement Program (STEP) Wave with State Patrol and 60 local law enforcement agencies which will be augmented with collateral public information/awareness efforts such as press releases, observational surveys, and educational programs utilizing the *Click It or Ticket* safety belt campaign message
- Enhance media efforts through billboard campaigns, radio psa's, and print advertisements
- Develop educational pieces to heighten awareness concerning the life-saving and economic benefits derived from primary safety belt laws and enhanced child safety seat laws
- Conduct an annual scientifically valid safety belt survey of young drivers and their passengers
- Conduct youth safety belt selective statewide enforcement effort with collateral PIE awareness efforts including press releases, radio spots, and materials targeting young drivers
- Utilizing input from young drivers, develop safety belt public awareness campaign(s) incorporating billboards, radio psa's, print advertisements, and information on websites

Young Drivers (under age 21)



Your teen is much more likely to:

- *be a calm and courteous driver,*
- *use a safety belt, and*
- *obey the speed limit*

If—

You set the example!

YOUNG DRIVERS

Young drivers (under age 21) are overrepresented in traffic crashes (28.9%) in proportion to the number of licensed drivers under 21 (10.8%). Three factors work together to make this time so deadly for young drivers:

- Inexperience
- Risk-taking behavior and immaturity
- Greater risk exposure

Inexperience: All young drivers start out with very little knowledge or understanding of the complexities of driving a motor vehicle. Like any other skill, learning to drive well takes a lot of time. Technical ability, good judgment and experience all are needed to properly make the many continuous decisions, small and large, that add up to safe driving.

Risk-taking behavior and immaturity: Adolescent impulsiveness is a natural behavior, but it results in poor driving judgment and participation in high-risk behaviors such as speeding, inattention, drinking and driving, and not using a seat belt. Peer pressure also often encourages risk taking.

Greater risk exposure: Young drivers often drive at night with other friends in the vehicle. During night driving, reaction time is slower since the driver can only see as far as the headlights allow. Driving with young, exuberant passengers usually poses a situation of distraction from the driving task. More teen fatal crashes occur when passengers — usually other teenagers — are in the car than do crashes involving other drivers. Both of these factors increase crash risk.

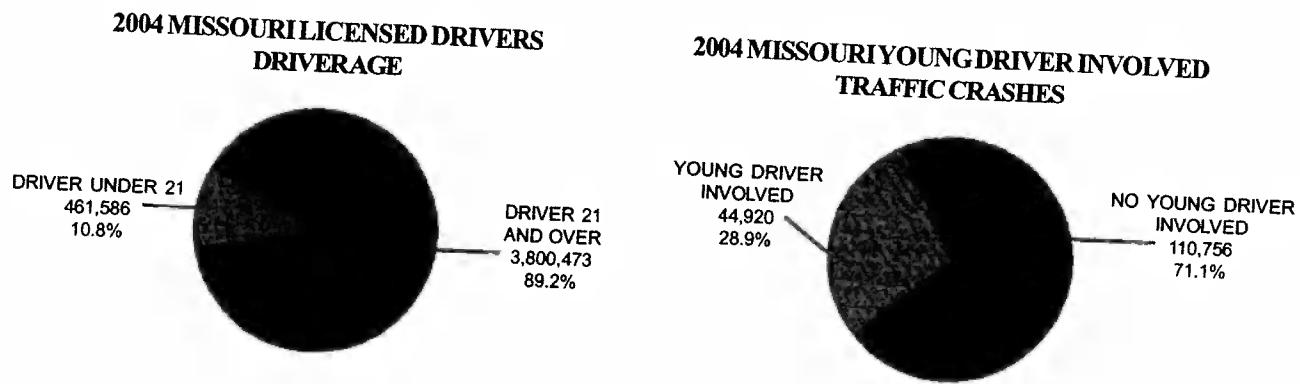
Young drivers are different from other drivers and their crash experience is different. Compared to other drivers, a higher proportion of teens are responsible for their fatal crashes because of their driving errors:

- A larger percentage of fatal crashes involving young drivers are single-vehicle crashes compared to those involving other drivers. In this type of fatal crash, the vehicle usually leaves the road and overturns or hits a roadside object such as a tree or a pole.
- In general, a smaller percentage of young drivers wear their seat belts compared to other drivers (53.5% versus 76% overall usage rate for 2004)
- A larger proportion of young driver fatal crashes involve speeding or going too fast for road conditions compared to other drivers.
- More young driver fatal crashes occur when passengers--usually other teenagers--are in the car than do crashes involving other drivers.

YOUNG DRIVERS

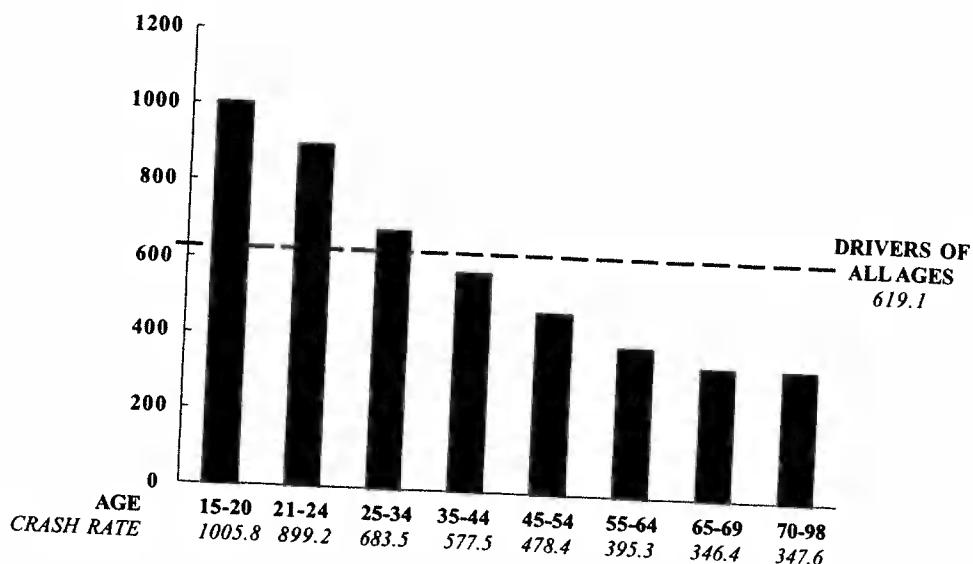
Youth are substantially over-involved in Missouri's traffic crash experience. There were 461,586 persons under the age of 21 licensed in Missouri in 2004. They accounted for 10.8% of the 4,262,059 persons licensed in the State. Of all 2004 Missouri crashes, 28.9% involved a young driver. *A total of 249 persons were killed and 20,464 were injured in traffic crashes involving a young driver.*

YOUTH OVER-INVOLVEMENT IN MISSOURI TRAFFIC CRASHES



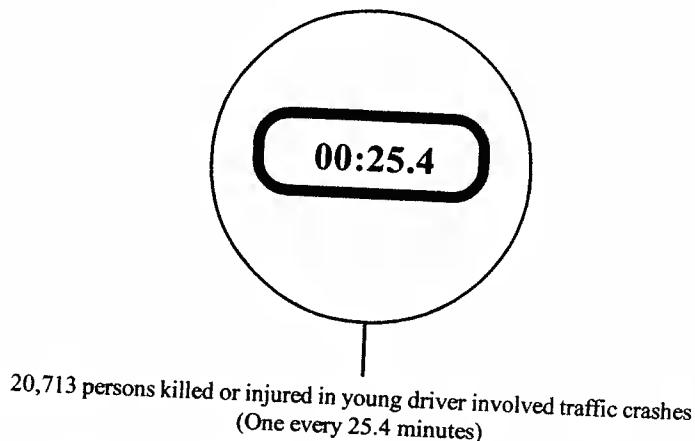
In 2004, 619.1 of every 10,000 licensed drivers were involved in a traffic crash in Missouri. Of every 10,000 licensed drivers under the age of 21, 1,005.8 were involved in a traffic crash during the same year - almost twice as many.

2004 MISSOURI CRASH INVOLVEMENT RATE PER 10,000 REGISTERED DRIVERS



In 2004, 249 persons were killed in the 44,920 Missouri young driver involved traffic crashes. In addition, 20,464 persons were injured in these incidents. In other words, one person was killed every 1.5 days and one was injured every 25.8 minutes in the State.

**MISSOURI YOUNG DRIVER INVOLVED PERSONAL INJURY
PROBLEM ANALYSIS CLOCK
2004**

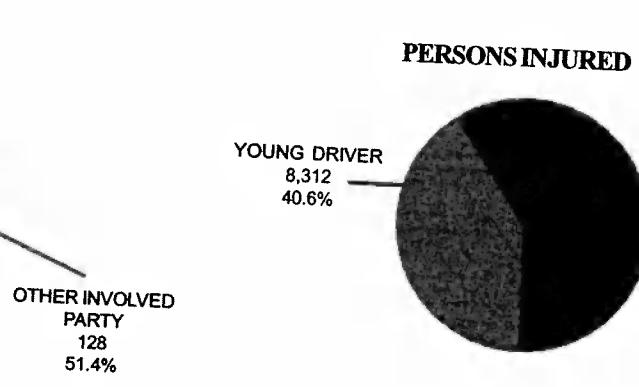
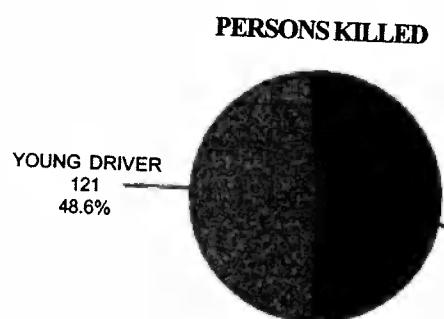


249 persons killed
(One every 1.5 days)

20,464 persons injured
(One every 25.8 minutes)

Some contend young drivers on Missouri roadways are simply hurting and killing themselves. A large number of persons being killed and injured in young driver involved traffic crashes are the young driver. However, a substantial number of persons dying and being injured in these crashes are not young drivers and their actions in these incidents probably had not contributed to the cause of the collision. Of the 249 persons killed in 2004 Missouri young driver involved traffic crashes, 48.6% were the young driver and 51.4% were some other involved party. Of the 20,464 injured, 40.6% were the young driver while 59.4% were some other person in the incident.

**2004 YOUNG DRIVER INVOLVED TRAFFIC CRASHES
(Person Involvement)**



Young Drinking Drivers

There were 8,224 drivers whose consumption of alcohol contributed to the cause of a traffic crash. Of those, 1,140 or 14.6% were under the legal drinking age of 21 (causing a traffic crash every 7.7 hours).

A total of 201 **drinking drivers** were involved in crashes where one or more persons were killed. Of these, 22 (11.1%) were under the age of 21. A total of 27 people died in crashes involving these young drivers. Of those killed, 44.4% were the under-age drinking driver and 55.6% were someone else involved in the crash.

In 2004, 227 **young drivers** were involved in 216 traffic crashes where 249 persons were killed. Of the total, 22 or 11.1% were drinking and driving. *In other words, one of every nine young drivers involved in fatal crashes was drinking alcohol and his / her intoxicated condition contributed to the cause of the crash.*

Young People Killed / Injured in Alcohol-Related Crashes

A total of 48 young persons were killed and 1,306 were injured where alcohol was a contributing factor. One person under the age of 21 was killed or injured in an alcohol-involved traffic crash every 6.5 hours.

The estimated economic loss directly associated with young persons killed and injured in 2004 Missouri alcohol-involved traffic crashes was \$85,887,100.

Benchmarks

1. To decrease total young driver-related crashes by 2.0% annually.

<u>Year</u>	<u>Licensed drivers <21- % of all licensed drivers</u>	<u>% of All Crashes Involving <21 drivers</u>	<u>Percent Increase or Decrease over Previous Year</u>
2004	10.8%	28.9%	1.0% decrease
2003	10.4%	29.9%	1.1% decrease
2002	10.5%	31.0%	.1% decrease

2. To decrease the percentage of alcohol-related crashes caused by young drivers by 1%.

<u>Year</u>	<u>Total A/R Crashes by Young Drivers</u>	<u>Increase or Decrease over Previous Year</u>	<u>Percent Increase or Decrease over Previous Year</u>
2004	1,140	< 41	3.5% decrease
2003	1,181	< 10	.8% decrease
2002	1,191	< 22	1.8% decrease

Performance Measures

Ongoing analysis of the traffic crash data in Missouri will serve as the means to measure progress toward the Benchmarks. We will monitor crashes involving drivers within the age group affected by Missouri's graduated drivers licensing law which became effective January 1, 2001. Increases/decreases in the percentage of licensed high risk drivers will also be monitored.

Strategies

- Continue support for youth prevention and education programs: 2 Team Spirit Leadership Conferences; Team Spirit Reunion; ThinkFirst Programs (School Assemblies; Young Traffic Offenders Program, Corporate Program)
- Incorporate educational programs into Missouri's school systems: *Fuel for Your Head*; *Every 15 Minutes* alcohol awareness program; DWI docudramas; ThinkFirst
- Continue statewide distribution of *Safe Driving for Life, A Parent's Guide to Teaching Your Teen to Drive* through Department of Revenue fee and branch offices and Highway Patrol driver examination stations
- Create sections on high risk drivers within the MoDOT website; produce, revise, reprint, and distribute educational materials on drivers within these profiles
- Include information on the GDL law in Highway Safety materials, on the website and within presentations
- Provide funding for projects designed to prevent underage alcohol purchase, apprehend minors attempting to purchase alcohol, and provide a physical enforcement/intervention presence (e.g., Badges in Business, Server Training, SMART web-based server training, Party Patrol, selective enforcement, and multi-jurisdiction enforcement teams)
- Conduct a annual scientifically valid safety belt survey of young drivers and their passengers
- Develop a safety belt public information campaign (with the assistance and input from young drivers) targeted to reach the young drivers
- Provide funding for college and university prevention programs (Partners in Prevention, Partners in Environmental Change, CHEERS Designated Driver) that will focus on the development and implementation of the "Drive Safe. Drive Smart" campaign
- Encourage strict enforcement of Missouri's Graduated Drivers License law

Strategies (continued)

- Provide funding for projects designed to prevent underage alcohol purchase, apprehend minors attempting to purchase alcohol, and provide a physical enforcement/intervention presence (e.g., Badges in Business, Server Training, Party Patrol, selective enforcement, and multi-jurisdiction enforcement teams)
- Conduct a scientifically valid safety belt survey of young drivers on an annual basis
- Perform observational safety belt surveys of young drivers to develop a baseline usage rate; develop a safety belt public information campaign (with the assistance and input from young drivers) targeted to reach the young drivers
- Provide funding for college and university prevention programs (Partners in Prevention, Partners in Environmental Change, CHEERS Designated Driver)
- Encourage strict enforcement of Missouri's Graduated Drivers License law

Older Drivers (age 65 or over)



Some of the changes we experience as we age can affect our ability to drive safely.

The good news is that people who keep track of changes in their eyesight, physical fitness and reflexes may be able to adjust their driving habits so they stay safe on the road.

Older drivers should ask themselves the following questions:

- 1) *How is my eyesight?*
- 2) *Do I have control of the vehicle or has my limited mobility affected my ability to turn my head fully, turn the steering wheel, or respond quickly when necessary?*
- 3) *Does driving make me feel nervous or confused; am I overwhelmed by the traffic, signs or other drivers?*
- 4) *Have loved ones expressed concern over my driving?*
- 5) *Do I drive with children in the vehicle?*

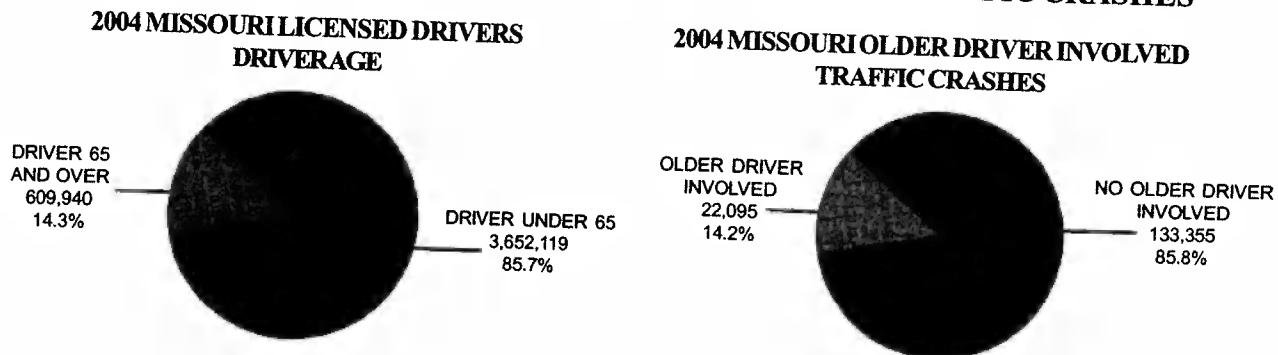
Help is available for older drivers to address these issues by accessing the NHTSA website at:

<http://www.nhtsa.gov/people/injury/olddrive/OlderAdultswebsite/index.html>

OLDER DRIVERS -- 65 YEARS OF AGE AND OVER

In relation to all other licensed drivers in the State, drivers 65 years of age and over are almost equally involved in Missouri's traffic crash experience. There were 609,940 persons 65 years of age and over licensed in Missouri in 2004. They accounted for 14.3% of the 4,262,059 persons licensed in the State. Of all 2004 Missouri crashes, 14.2% involved an older driver. *A total of 166 persons were killed and 9,222 were injured in traffic crashes involving a driver 65 years of age and over.*

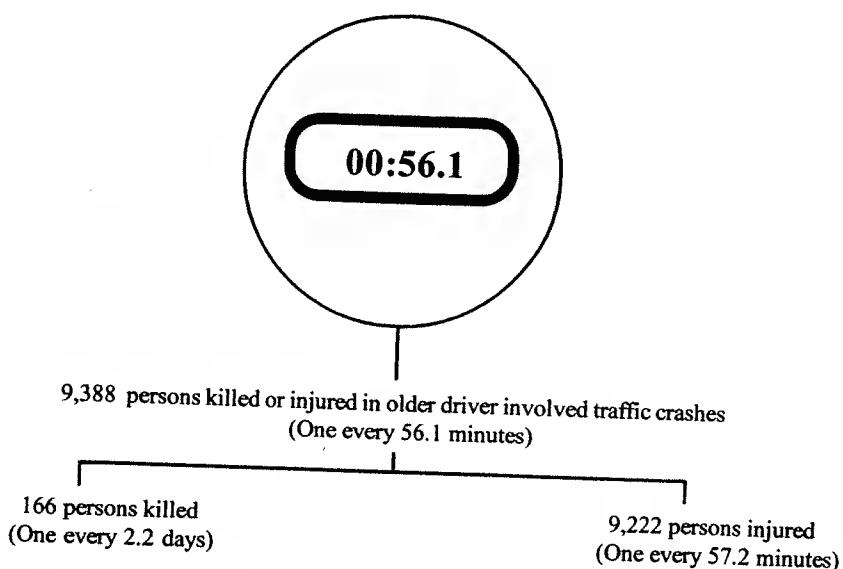
OLDER DRIVER OVER-INVOLVEMENT IN MISSOURI TRAFFIC CRASHES



UNKNOWN DATA NOT INCLUDED

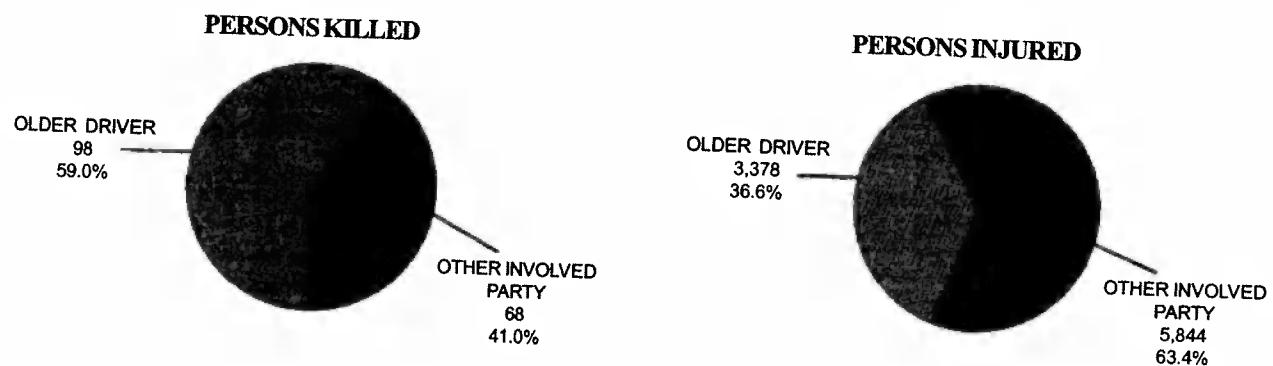
In 2004, 166 persons were killed in the 22,095 Missouri older driver involved traffic crashes. In addition, 9,222 persons were injured in these incidents. In other words, one person was killed every 2.2 days and one was injured every 57.2 minutes in the State.

MISSOURI OLDER DRIVER INVOLVED PERSONAL INJURY PROBLEM ANALYSIS CLOCK 2004



Some contend older drivers on Missouri roadways are simply hurting and killing themselves. A large number of persons being killed and injured in older driver involved traffic crashes are the older driver. However, a substantial number of persons dying and being injured in these crashes are not older drivers and their actions in these incidents probably had not contributed to the cause of the collision. Of the 166 persons killed in 2004 Missouri older driver involved traffic crashes, 59.0% were the older driver and 41.0% were some other involved party. Of the 9,222 injured, 36.6% were the older driver while 63.4% were some other person in the incident.

2004 OLDER DRIVER INVOLVED TRAFFIC CRASHES (Person Involvement)



OLDER DRIVERS (age 65 or older)

According to the 2000 Census, Missouri ranked 14th nationally with 13.5 percent of the population age 65 or older. A 62 percent increase is expected in this age group between 2005 and 2025, from 774,000 to 1,258,000.

Being able to go where we want and when we want is important to our quality of life. Personal mobility is often inextricably linked to the ability to drive a car. However, as we age our ability to drive a motor vehicle may be compromised by changes in vision, attention, perception, memory, decision-making, reaction time, and aspects of physical fitness and performance.

Older drivers are a major concern because they are more at risk of dying in a traffic crash than younger drivers. This is due, in large part, to the fragility of older people. Fragility and inflexibility, natural occurrences of aging, cause older drivers to be more easily injured and less likely to survive their injuries.

Benchmarks

1. To decrease the percentage of crashes involving older drivers by 2 % (14.2% in 2004)

Performance Measures

We will continue to track crashes involving older drivers and especially assess the problems associated with older drivers dying more frequently in rural crashes.

Strategies

- Continue Mature Driving Taskforce meetings directed at reducing crashes involving older drivers
- Continue to develop the mature driver campaign using the slogan "Older, Wiser, Safer -- Missouri's Mature Driving Solutions"
- Distribute NHTSA's brochure entitled *Older Drivers*
- Develop an information packet about older drivers and send one to all police departments in the state
- Develop and distribute an alternate transportation guidebook with listings by county
- Develop and distribute the following materials to assist older drivers: a safe driving poster, an informational video; and an informational brochure
- Implement strategies outlined in Missouri's Blueprint for Safer Roadways

Special Vehicles



*Commercial
Vehicles*



Motorcycles



School Buses

- ✓ *When driving on the highway, a passenger vehicle is at a serious disadvantage if involved in a crash with a large commercial vehicle. Large trucks have blind spot--No Zones--around the front, back and sides of the truck which make it difficult for the driver to see. Don't hang out in the "No Zone." If you can't see the driver in the truck's mirror, the truck driver can't see you!*
- ✓ *A responsible motorcyclist must think about the consequences of their riding behavior in traffic and accept personal responsibility for the results of their decisions and actions, as well as develop good skills and judgment. The motorcyclist must consider their personal margin of safety or margin for error--how much extra time and space they need given their skill level.*
- ✓ *Every year throughout the states, school buses safely transport millions of children while traveling billions of miles. School bus transportation is still one of the safest forms of transportation in the United States.*

COMMERCIAL MOTOR VEHICLE

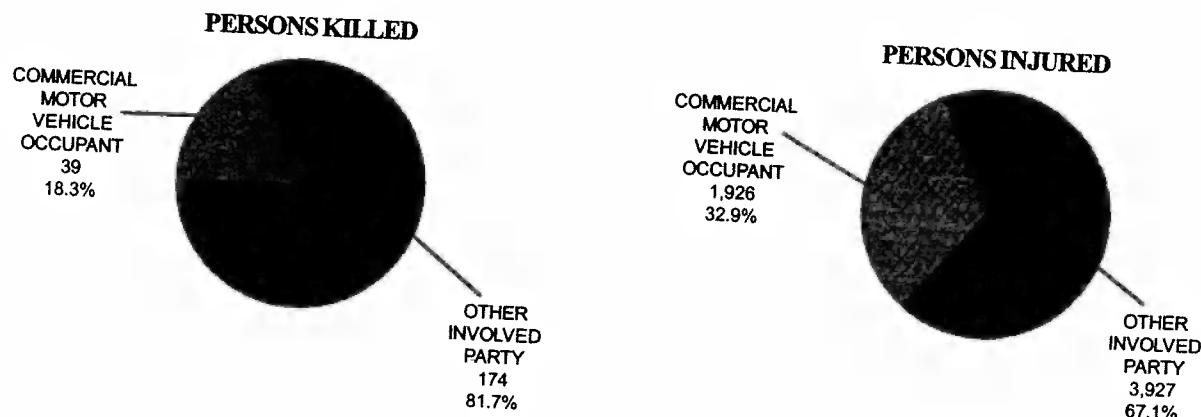
Commercial motor vehicles are involved in a substantial number of traffic crashes in Missouri, especially those resulting in the death of one or more persons. In 2004, there were 182,243 traffic crashes in the State. In these crashes, 18,144 or 10.3% involved a commercial motor vehicle. However, there were 1,006 traffic crashes where one or more persons died. In these incidents, 176 or 17.5% involved a commercial motor vehicle.

Commercial motor vehicles are defined as trucks having a gross combined vehicle weight (GCVW) rating of 10,001 pounds or more, buses or school buses with occupant capacities of 16 or more, or vehicles displaying hazardous material placards.

Because most commercial motor vehicles are large transport devices which are much heavier than the normal vehicle population, they cause greater amounts of personal injury and severity to the occupants of vehicles with which they collide. When analyzing the types of persons killed or injured in commercial motor vehicle crashes, the great majority were not commercial motor vehicle drivers or passengers.

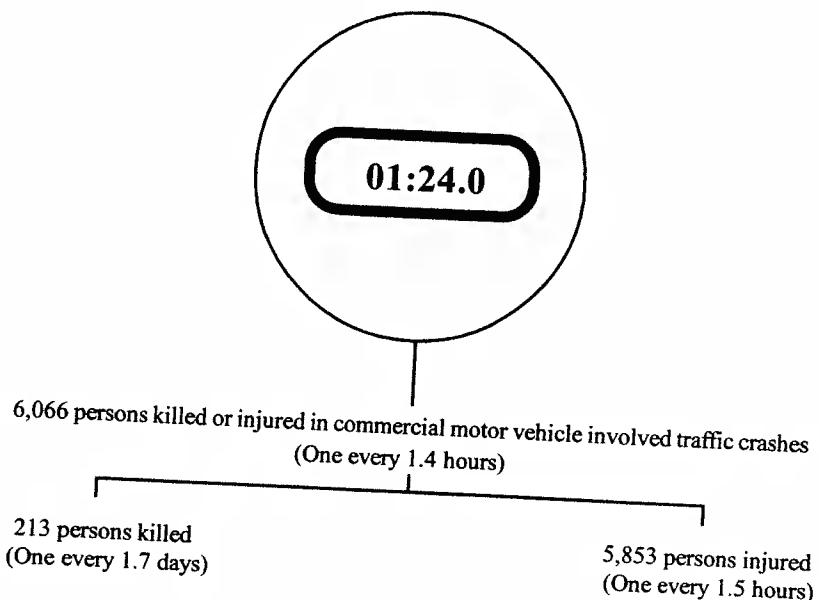
Of those killed in 2004 Missouri commercial motor vehicle traffic crashes, 18.3% were commercial motor vehicle drivers or passengers and 81.7% were other parties in the incident. When examining injuries, 32.9% were commercial motor vehicle occupants and 67.1% were some other party.

2004 MISSOURI COMMERCIAL MOTOR VEHICLE INVOLVED TRAFFIC CRASHES



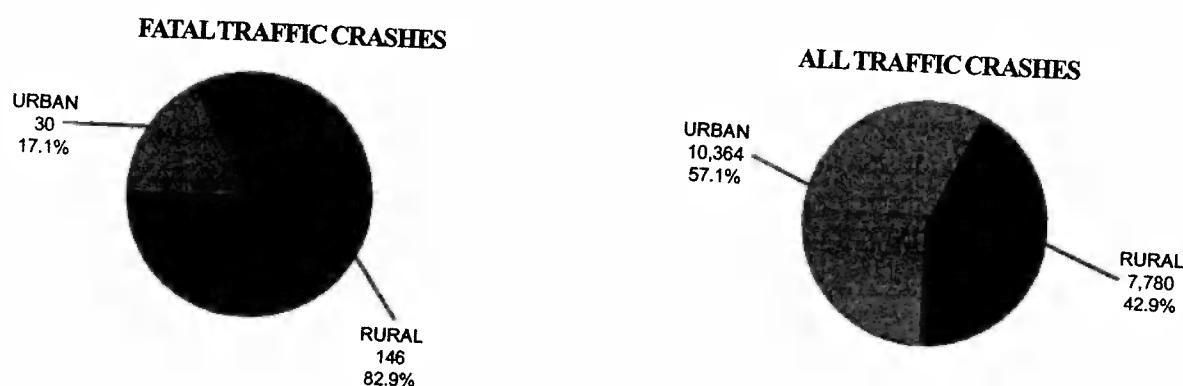
In 2004, 213 persons were killed and 5,853 injured in commercial motor vehicle involved traffic crashes. In other words, one person was killed every 1.7 days and one was injured every 1.5 hours in the State.

MISSOURI COMMERCIAL MOTOR VEHICLE INVOLVED PERSONAL INJURY PROBLEM ANALYSIS CLOCK 2004



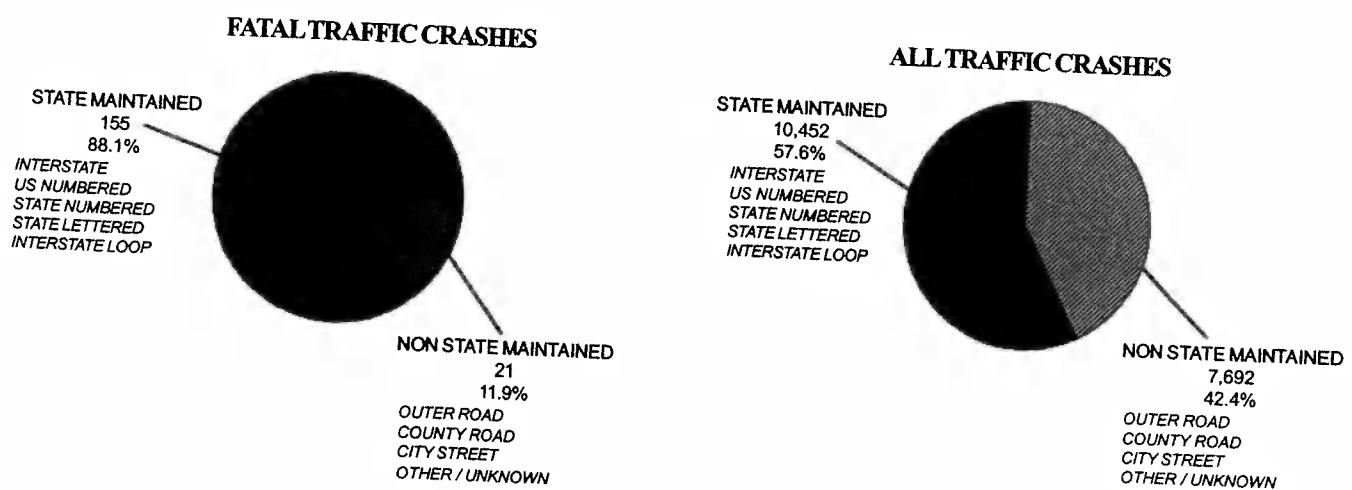
When analyzing where 2004 commercial motor vehicle crashes occur in the State, it was found that slightly more than half (57.1%) occur in urban areas and slightly less than half (42.9%) happen in rural areas. However, when examining those commercial motor vehicle crashes resulting in death the picture changes. In 2004 fatal commercial motor vehicle crashes, 82.9% occurred in a rural area of the State.

2004 MISSOURI COMMERCIAL MOTOR VEHICLE INVOLVED TRAFFIC CRASHES (Area Classification)



Most 2004 commercial motor vehicle traffic crashes occur on roadways that are state maintained. These include interstates, US highways, state numbered, and state lettered roadways. When examining 2004 fatal commercial motor vehicle crashes, an even greater proportion occur on these types of roadways. In fatal crashes, 88.1% occurred on state maintained roadways and 11.9% were on other types (such as city streets or county roads). In total crashes, 57.6% were on state maintained roads and 42.4% occurred on other types of roads.

2004 MISSOURI COMMERCIAL MOTOR VEHICLE INVOLVED TRAFFIC CRASHES (Highway Classification)



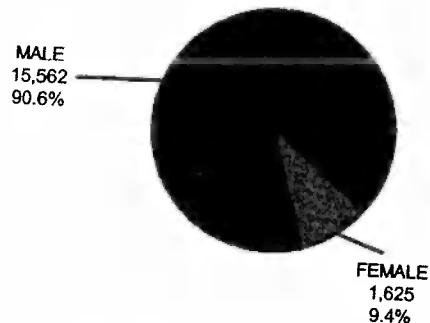
An analysis was conducted on commercial motor vehicle drivers in Missouri 2004 traffic crashes. There were 19,415 commercial motor vehicle drivers in 18,144 traffic crashes. The average age of the commercial motor vehicle driver was 42.2 years. Males accounted for 90.6% of these drivers and females 9.4%. Of the commercial motor vehicle drivers involved, slightly more than one-fourth (29.0%) were licensed out-of-state, 70.4% were licensed in Missouri, and less than 1% (0.6%) were unlicensed at the time of the crash.

AVERAGE AGE OF COMMERCIAL MOTOR VEHICLE DRIVERS

SEVERITY	AGE
FATAL	43.5
PERSONAL INJURY	42.1
PROPERTY DAMAGE	42.2
TOTAL	42.2

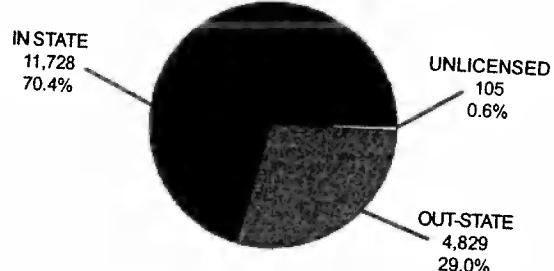
**COMMERCIAL MOTOR VEHICLE DRIVERS INVOLVED IN
2004 MISSOURI TRAFFIC CRASHES
(Driver Characteristics)**

SEX



UNKNOWN DATA NOT INCLUDED

LICENSE STATUS

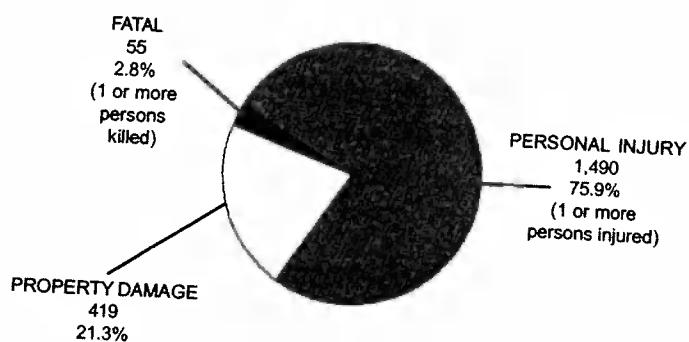


UNKNOWN DATA NOT INCLUDED

MOTORCYCLE INVOLVED

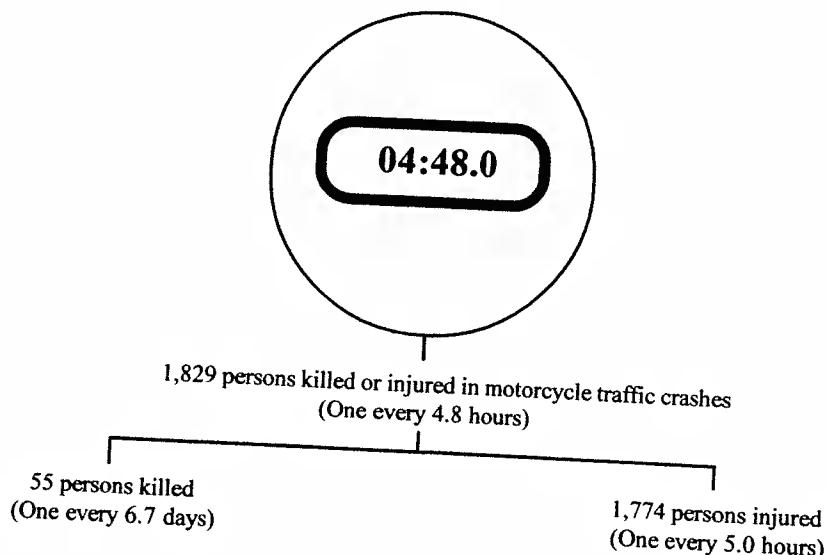
Although motorcycle traffic crashes do not occur with great frequency in Missouri, they usually result in deaths or injuries at a considerably greater rate than other traffic crashes. Of the 182,243 traffic crashes in 2004, 0.5% resulted in a fatality and 25.2% involved someone being injured in the incident. During the same period, there were 1,964 traffic crashes involving motorcycles. In these incidents, 2.8% resulted in one or more persons being killed and 75.9% resulted in a personal injury.

2004 MISSOURI MOTORCYCLE TRAFFIC CRASHES



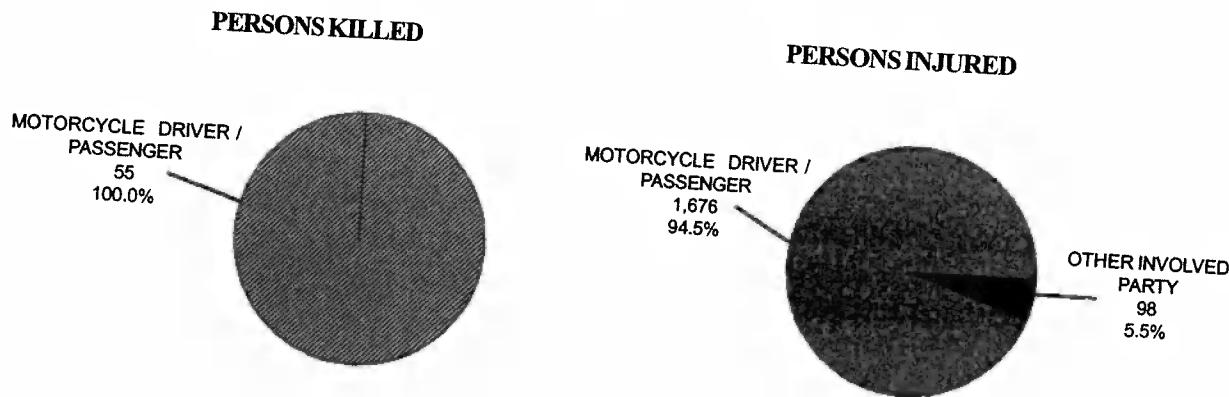
In 2004, 55 persons were killed in the 1,964 Missouri motorcycle traffic crashes. In addition, 1,774 persons were injured in these incidents. In other words, one person was killed every 6.7 days and one was injured every 5.0 hours in the State.

MISSOURI MOTORCYCLE PERSONAL INJURY PROBLEM ANALYSIS CLOCK 2004



In most instances, motorcycle drivers or passengers are the ones killed and injured when they are involved in a traffic crash. All of those killed were motorcycle drivers / passengers. Of the 1,774 injured, 94.5% were motorcycle drivers / passengers while 5.5% were some other person in the incident.

2004 MISSOURI MOTORCYCLE TRAFFIC CRASHES (Person Involvement)



A significant number of motorcyclists and their passengers killed and injured in Missouri traffic crashes are young. Of those killed, 5.5% were under the age of 21 and 10.1% of those injured were in this age group.

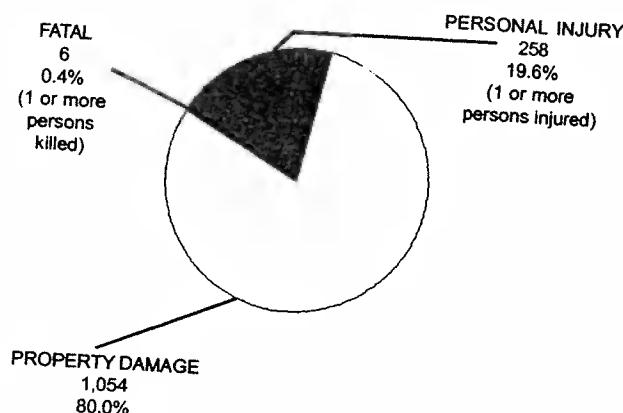
MOTORCYCLE DRIVERS AND PASSENGERS KILLED AND INJURED IN 2004 MISSOURI TRAFFIC CRASHES (Age by Personal Injury Severity)

AGE	KILLED	%	INJURED	%	TOTAL	%
00 - 20 YEARS	3	5.5	167	10.1	170	9.9
21 YEAR AND OVER	52	94.5	1,489	89.9	1,541	90.1
UNKNOWN AGE	0	--	20	--	20	--
TOTAL	55	100.0	1,676	100.0	1,731	100.0

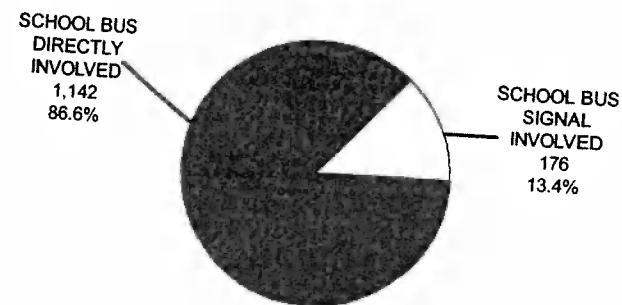
SCHOOL BUS INVOLVED

Although school buses are not involved in a large number of traffic crashes in the State of Missouri they are important due to their potential for causing death and injury to young children. Of all 2004 Missouri traffic crashes, 0.8% involved a school bus or school bus signal. In 86.6% of the school bus crashes, a school bus was directly involved in the crash and in 13.4% of the crashes no school bus was directly involved, but a school bus signal was involved.

2004 MISSOURI SCHOOL BUS TRAFFIC CRASHES

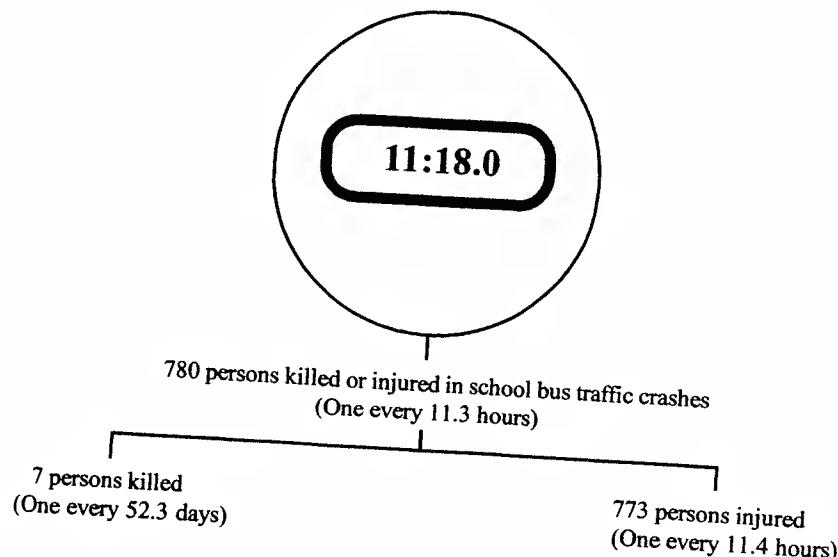


DIRECT SCHOOL BUS INVOLVEMENT IN 2004 MISSOURI SCHOOL BUS CRASHES



In 2004, 7 persons were killed in the 1,318 Missouri school bus traffic crashes. In addition, 773 persons were injured in these incidents. In other words, one person was killed every 52.3 days and one was injured every 11.4 hours in the State.

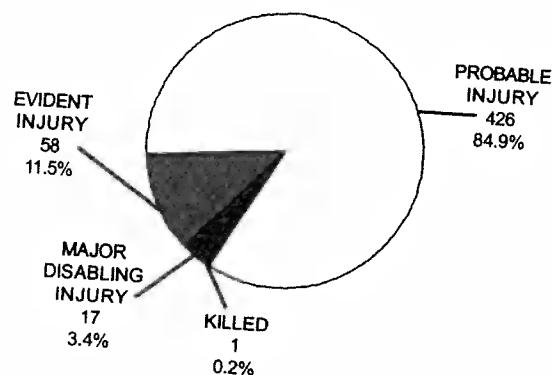
MISSOURI SCHOOL BUS PERSONAL INJURY PROBLEM ANALYSIS CLOCK 2004



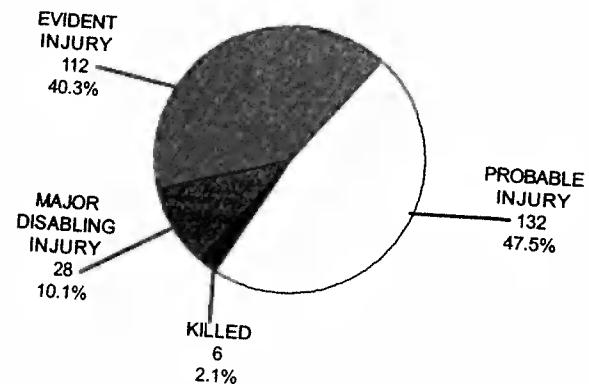
Of the 7 persons killed, one was a school bus driver or passenger and six were some other person in the incident. Of the school bus drivers and passengers injured, 3.4% sustained major disabling injuries, 11.5% received evident injuries, and 84.9% had injuries classified by the investigating officer as probable. This compares to 10.1% of the other involved parties receiving major disabling injuries, 40.3% who displayed evident injuries, and 47.5% who had probable injuries.

2004 MISSOURI SCHOOL BUS TRAFFIC CRASHES (Person Involvement by Personal Injury Severity)

SCHOOL BUS DRIVERS / PASSENGERS



OTHER INVOLVED PARTIES



A significant number of school bus passengers killed and injured in Missouri traffic crashes are young. The one occupant killed was under the age of 16 and 304, or 74.3%, of those injured were under 16 years of age.

PERSONS KILLED AND INJURED IN 2004 SCHOOL BUS INVOLVED TRAFFIC CRASHES (Age by Personal Injury Severity by Involvement)

AGE	SCHOOL BUS OCCUPANTS				OTHER INVOLVED PERSONS			
	KILLED	%	INJURED	%	KILLED	%	INJURED	%
UNDER 5 YEARS	0	0.0	2	0.5	0	0.0	1	0.4
5 - 10 YEARS	0	0.0	111	27.1	2	33.3	28	10.6
11 - 15 YEARS	1	100.0	191	46.7	0	0.0	19	7.2
16 - 17 YEARS	0	0.0	25	6.1	0	0.0	24	9.1
18 - 20 YEARS	0	0.0	11	2.7	0	0.0	21	8.0
21 YEAR AND OVER	0	0.0	69	16.9	4	66.7	170	64.6
UNKNOWN AGE	0	--	92	--	0	--	9	--
TOTAL	1	100.0	501	100.0	6	100.0	272	100.0

SPECIAL VEHICLES

Three types of vehicles were addressed in Missouri's *Blueprint* because crashes involving these vehicles often pose increased risk of fatal or serious injuries or they are high visibility crashes.

Commercial Vehicles

The Motor Carrier Safety Assistance Program (MCSAP) is a Federal grant program that provides financial assistance to States to reduce the number and severity of accidents and hazardous materials incidents involving commercial motor vehicles (CMV). The goal of the MCSAP is to reduce CMV-involved accidents, fatalities, and injuries through consistent, uniform, and effective CMV safety programs. Investing grant monies in appropriate safety programs will increase the likelihood that safety defects, driver deficiencies, and unsafe motor carrier practices will be detected and corrected before they become contributing factors to accidents. MCSAP is within the purview of the Highway Safety program, but operates under a separate grant and submits a separate safety plan to the Federal Highway Administration. Benchmarks and strategies are outlined within the MCSAP Plan.

Motorcycles

States, local jurisdictions, national organizations and individuals each have the responsibility for ensuring motorcycle safety. Missouri's program (which is administered by the Missouri Safety Center at Central Missouri State University) focuses on crash prevention, which is the area that has the greatest potential to offer a safety payoff for motorcyclists. MoDOT supports effective State rider education and training programs and encourages proper licensing for all motorcyclists.

Benchmarks

1. Train 4000 riders
2. Train 24 new instructors per year over the next five years
3. Develop and promote 3 educational campaigns (Drinking While Riding, Motorcycle Awareness, Proper Gear) to reach as wide an audience as possible
4. Transition at least one mobile site to a permanent site per year

Performance Measures

Analyze feedback from the *Ride Safe Missouri* training program to evaluate progress toward the Benchmarks.

Strategies

- Continue to provide motorcycle rider education statewide
- Train and expand base of certified motorcycle instructors
- Develop a motorcycle public information and education campaign to include billboards, print materials, (pamphlets & posters), radio spots, television spots; distribute print materials to DOR field offices throughout the state
- Transition 6 mobile sites to become permanent sites that are required to host at least 2 training sessions per month through the riding season (April 1 - October 31).

School Buses

Although school buses provide one of the safest modes of transportation, there are still school bus related injuries (and, unfortunately, some fatalities) every year. Some of these are due to crashes with other vehicles while some are due to the school bus striking a pedestrian or bicyclist. The responsibility borne by school bus drivers is considerable.

A vehicle must meet safety standards that are appropriate for its size and type because different types of vehicles perform differently in a crash. For example, because a large school bus is heavier than most other vehicles, its weight can protect its occupants from crash forces better than a light vehicle such as a passenger car. The passive protection engineered into large school buses, combined with other factors such as weight, provides passenger protection similar to that provided by safety devices in passenger cars. Both types of vehicles protect children from harm but in different ways.

On May 12, 2005, following three serious school bus crashes in Missouri, Governor Blunt created a School Bus Safety Task Force. The Task Force was charged with conducting a comprehensive review of the current status of school bus safety in Missouri and, if warranted, to make recommendations for future improvements. The final report of the Task Force was due to the Governor on August 31, 2005.

Benchmarks

1. Reduce the number of crashes involving school buses (2004 = 1,318)

Performance Measures

Continue to assess crashes involving school buses to determine how many crashes are occurring, whether injuries involve passengers inside the bus or if they are occurring to individuals outside the bus, and assess whether injuries occurring inside the bus are minor, moderate, or serious.

Strategies

- Review the report of the School Bus Safety Task Force to determine which of their recommendations can be implemented by the Highway Safety Division
- Continue to assign a Highway Safety staff member to sit on any standing school bus safety task forces
- Continue to support the NHTSA training, "Child Passenger Safety for School Buses"
- Expand on current public awareness materials to specifically address compartmentalization of school buses, general safety issues regarding riding the school bus and safety around the loading zones, and sharing the road with school buses

Vulnerable Roadway Users



Pedestrians



Bicyclists

- *A pedestrian struck by a car traveling at 40 mph has a 15% chance of survival; at 30 mph there is a 55% chance of survival; at 20 mph there is an 85% chance of survival. (US DOT)*
- *Forty-six percent of traffic crashes involving kids as pedestrians occur when a child darts out into the street. (NHTSA)*
- *Fifty percent of children who are hit by cars near schools are hit by cars driven by parents of other students. (Washington State Department of Transportation)*
- *Less than 1 percent of children aged 7-15 now ride bicycles to school, a decrease of more than 60 percent since the 1970s. (Surface Transportation Policy Project, Caught in the Crosswalk)*
- *Sixty-one percent of adults would walk more if they had safe, secure paths. (Pedestrian Federation of America)*
- *It takes about 10 minutes to walk a quarter of a mile or bike an entire mile. (Pedestrian Federation of America)*

VULNERABLE ROADWAY USERS

Pedestrians and Bicyclists

Statistics show that 40 percent of the population does not have a driver's license. While many of these individuals may take alternative means of transportation, thousands of other Missourians rely on non-motorized transportation options such as walking and bicycling.

While both forms of transportation have the potential to provide physical and health benefits, they also have the potential for serious or fatal injuries if involved in a crash. Although pedestrian and bicycle involved crashes do not occur in extremely large numbers (.9% and .4% of all crashes, respectively) as expected, when a pedestrian or bicyclist is involved in a traffic crash, the potential for harm is much greater. In fact 94 percent of the pedestrian-involved crashes and 84 percent of the bicycle-involved crashes resulted in injury or death to the pedestrian or bicyclist.

In general, males are more likely to be involved in a pedestrian/vehical crash than females. Rates for older persons (age 65 and over) are lower than for most age groups, which may reflect greater caution by older pedestrians (e.g., less walking at night, fewer dart-outs) and a reduced amount of walking near traffic. However, older adult pedestrians are much more vulnerable to serious injury or death when struck by a motor vehicle than younger pedestrians.

Pedestrians and bicyclists alike need to understand that they have primary responsibility for their own safety. The motoring public also has a responsibility to share the road in a safe manner with these vulnerable road users.

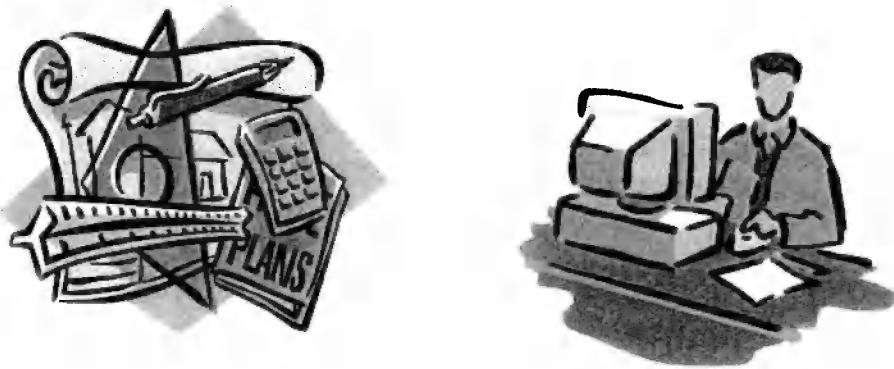
Bicycle and Pedestrian Program

Each state is required to fund a Bicycle and Pedestrian Coordinator position within the state's Department of Transportation to promote and facilitate the increased use of nonmotorized transportation, including developing facilities for the use of pedestrians and bicyclists and implementing public educational, promotional, and safety programs for using such facilities. Bicycling and walking are encouraged as alternate modes of transportation to motor vehicle travel. Additional goals include: increasing the use of bicycle helmets, increasing awareness about sharing the road between bicyclists and motorists, and promoting safe bicycling and walking practices.

The bicycle/pedestrian program helps the Department of Transportation improve conditions for walking and bicycling in Missouri. This is accomplished by reviewing and recommending bicycle and pedestrian friendly policies and standards for transportation projects. MoDOT works with other state agencies, local governments, regional planning commissions and representatives from other states to improve access and safety for these modes of transportation.

MoDOT's bicycle and pedestrian program and coordinator are administered through the Transportation Planning division of the department and, as such, are funded outside of the Section 402 Highway Safety Grant Program.

Engineering Services and Data Collection



Extracting and filtering crash data enables the state to analyze where and why crashes occur. A plentiful data collection and analysis system is the means to assuring this transpires.

Proper planning and design of the public roadway system helps ensure that traffic flows more smoothly with fewer crashes, which means everyone travels safer.

ENGINEERING SERVICES

Traffic engineering is a vital component of the traffic safety countermeasure picture. The techniques engineers use to design roads certainly affect the safety of motorists.

Engineering approaches offer two basic types of countermeasures against drivers committing hazardous moving violations: highway design and traffic operations. With highway design, the roads can be redesigned to add capacity or accommodate increased traffic. Highway design can also mitigate the injury consequences for motorists who come into contact with aggressive, impaired, or distracted drivers. Effective traffic engineering offers a way to accommodate increased traffic flow, or at least get it under control, without building new roads.

- ***Local Community Traffic Assistance***

Small communities often lack the fiscal and personnel resources to support studies to determine whether the community has proper traffic signing and control devices, whether improvements are warranted in order to reduce traffic crashes, and whether bridges are adequate and safe.

- ✓ ***Traffic Signing Projects***

Since uniform, consistent traffic signing reduces traffic crashes, the Division participates in a cost-sharing program for materials required to bring local communities into compliance with the national Manual on Uniform Traffic Control Devices. This is accomplished through the implementation of a local Traffic Signing Plan.

- ✓ ***Bridge and Traffic Engineering Assistance Programs***

Technical expertise is also provided to cities/counties to conduct bridge and traffic engineering countermeasure analysis (including bridge inspections and traffic control device inventory). In order to provide assistance in these areas, the Highway Safety Division of the Missouri Department of Transportation allocates funding for consultants to perform this service for the local jurisdictions. These projects are identified as the Bridge Engineering Assistance Program (BEAP) and the Traffic Engineering Assistance Program (TEAP), respectively.

- ***Training***

Support is also given to provide traffic engineering forums and technology transfer to enhance local capability for accident countermeasure developments. This is accomplished through training workshops and conferences funded through the Missouri Department of Transportation.

A 3-day instructional program on traffic practices and crash countermeasure development will be offered to local law enforcement and traffic engineers. Participants will receive training on pinpointing typical traffic problems, roadway and/or signing defects, and identifying solutions for high-crash locations.

DATA COLLECTION

Each state has developed--to varying degrees--systems for the collection, maintenance and analysis of traffic safety data. Motor vehicle crash data tell us about the characteristics of the crash and the vehicle(s) and person(s) involved. Crash data elements describe the date, time, location, harmful events, type of crash, weather and contributing circumstances. Vehicle data elements describe the vehicle in terms of the make, year, type, role, actions, direction, impact, sequence of events and damaged areas. Person data elements describe all persons involved by age, sex, injury status and type. Additional information describing the vehicle number, seating position, use of safety equipment, driver status information, non-motorist status information, alcohol/drug involvement, and EMS transport status is collected when relevant to the person involved.

- ***STARS Maintenance and Traffic Safety Compendium***

The traffic safety program supports maintenance of the Statewide Traffic Accident Reporting System (STARS) which is the repository for all crash statistics. The Traffic Safety Compendium, the document that supports this data-driven program, is compiled from statistics collected in STARS. Without this vital component, it would be difficult to develop a comprehensive plan based on consistently reported crash data especially as it relates to contributing circumstances that caused the crash.

- ***Law Enforcement Traffic Software (LETS)***

This web-based computerized system for collection and comprehensive management of traffic data provides on-line information concerning traffic activities and needs for local law enforcement agencies. LETS allows agencies to track crash occurrences, deploy enforcement efforts, design accident counter-measure programs, and develop customized reports. This web-based program replaces the former stand-alone program known as MOTIS. The LETS software will be able to electronically transfer crash data to the STARS database when that system is capable of receiving the data.

Benchmarks

1. Production of the annual Traffic Safety Compendium in a timely fashion for easy use by traffic safety advocates, law enforcement agencies, media, and the general public
2. Provide consultant assistance to local communities for traffic and bridge engineering
3. Provide assistance to small communities to upgrade and/or replace non-regulation traffic signs
4. Provide training for engineering professionals at workshops and the Annual Traffic Conference (attendance will be dependent upon conference costs based on location and travel constraints)
5. Continue LETS software training
6. Continually refine and enhance Missouri's data collection and analysis systems in order to produce tables and reports that provide standardized exposure data for use in developing traffic safety countermeasure programs
7. Conduct a statewide traffic records assessment

Performance Measures

MoDOT, the State Highway Patrol, the Missouri Safety Center at CMSU, and the statewide Traffic Records Committee will continue tracking and analyzing the statistics to determine which problem areas have demonstrated an increase or decrease in crash activity. Crash statistics will be evaluated by geographic location, driver subgroups, and causation factors to determine positive or negative trends.

Strategies

- Encode all accident reports into the STARS system, ensuring accuracy and efficiency, provide equipment to support STARS maintenance
- Utilize statistics to produce the annual Traffic Safety Compendium to assist MoDOT's Highway Safety Division and local communities in developing problem identification
- Provide expertise and funding to assure communities are in compliance with uniform traffic codes and that the bridges within their jurisdictions are upgraded in terms of their safety
- Provide expertise and funding to assure local communities are in compliance with uniform traffic signs requirements
- Provide training to assure state and local engineers are kept abreast of current technology
- Train users on accessing and utilizing LETS system, and log users into system
- Implement, where possible, recommendations of the Traffic Records Assessment team which will include establishing linkage capability with the Statewide Traffic Accident Reporting System in order to generate merged records for analytic purposes
- A highway safety staff member will continue to serve on the Traffic Records committee and assist in the update of the Missouri Traffic Records Strategic Plan.
- Review the Section 408 implementing guidelines concerning the traffic records assessment and other required actions and determine which ones can be addressed

FY '06 Budget and Project Listing



Fiscal 2006
Projects Approved for Funding

Project ID	Project Name	Project Description	Amount	Funding Source
06-157-05-7	Arnold Police Dept.	Occupant Protection	\$ 3,072.00	157 Inc L
06-J7-03-5	Arnold Police Dept.	Sobriety Checkpoint	\$ 4,000.00	410L
06-PT-02-17	Arnold Police Dept.	Hazardous Moving Viol	\$ 4,608.00	402L
06-J7-03-6	Arnold Police Dept.	DWI Enforcement	\$ 4,608.00	410L
06-PT-02-18	Bellefontaine Neighbors Police Dept.	Hazardous Moving Viol	\$ 5,618.02	402L
06-157-0P-2	Belton Police Dept.	Occupant Protection	\$ 1,984.00	157 Inc L
06-PT-02-19	Belton Police Dept.	Hazardous Moving Viol	\$ 2,976.00	402L
06-PT-02-20	Belton Police Dept.	Speed Enforcement	\$ 4,960.00	402L
06-J7-02-7	Belton Police Dept.	Sobriety Checkpoint	\$ 5,390.00	410L
06-J7-02-8	Belton Police Dept.	DWI Enforcement	\$ 7,688.00	410L
06-PT-02-22	Blue Springs Police Dept.	Hazardous Moving Viol	\$ 5,760.00	402L
06-157-0P-2	Blue Springs Police Dept.	Occupant Protection	\$ 5,760.00	157 Inc L
06-PT-02-21	Blue Springs Police Dept.	Speed Enforcement	\$ 5,760.00	402L
06-J7-03-9	Blue Springs Police Dept.	Sobriety Checkpoint	\$ 6,560.00	410L
06-PT-02-23	Bolivar Police Dept.	Hazardous Moving Viol	\$ 16,960.00	402L
06-J7-03-10	Boone County Sheriff's Dept.	Sobriety Checkpoint	\$ 7,704.85	410L
06-PT-02-26	Boone County Sheriff's Dept.	Hazardous Moving Viol	\$ 17,356.80	402L
06-PT-02-24	Boone County Sheriff's Dept.	Full Time Traffic Unit	\$ 165,699.26	402L
06-PT-02-25	Boone County Sheriff's Dept.	Hazardous Moving Viol	\$ 3,390.00	402L
06-PT-02-27	Bowling Green Police Dept.	Hazardous Moving Viol	\$ 11,327.04	402L
06-PT-02-78	Bridgeton Police Dept.	Speed Enforcement	\$ 6,000.00	402L
06-J7-03-37	Buchanan County Sheriff's Dept.	Sobriety Checkpoint	\$ 7,200.00	410L
06-157-03-5	Camdenton Police Dept.	Occupant Protection	\$ 4,508.00	157 Inc L
06-PT-02-30	Camdenton Police Dept.	Hazardous Moving Viol	\$ 5,568.00	402L
06-J7-03-12	Cape Girardeau County Sheriff's Dept.	DWI Enforcement	\$ 8,976.00	410L
06-J7-03-14	Cape Girardeau Police Dept.	Sobriety Checkpoint	\$ 2,780.75	410L
06-PT-02-30	Cape Girardeau Police Dept.	Hazardous Moving Viol	\$ 6,370.00	402L
06-J7-03-13	Cape Girardeau Police Dept.	Safe Communities	\$ 12,250.00	410L
06-SA-09-2	Cape Girardeau Safe Communities	Team Spirit	\$ 63,532.50	402L
06-154-AL-3	Cape Girardeau Safe Communities	Speed Enforcement	\$ 85,000.00	154L
06-PT-02-31	Carl Junction Police Dept.	Speed Enforcement	\$ 1,944.00	402L

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06-J7-03-15	Cass County Sheriff's Dept.	Sobriety Checkpoint	\$ 8,500.00	410L
06-PT-02-32	Cass County Sheriff's Dept.	Hazardous Moving Viol	\$ 8,640.00	402L
06-PT-02-34	Chesterfield Police Dept.	Educational Projects	\$ 30,600.00	402L
06-PT-02-35	Christian County Sheriff's Dept.	Hazardous Moving Viol	\$ 3,780.00	402L
06-J7-03-16	Christian County Sheriff's Dept.	DWI Enforcement	\$ 5,040.00	410L
06-PT-02-36	Clay County Sheriff's Dept.	Speed Enforcement	\$ 7,200.00	402L
06-PT-02-37	Clay County Sheriff's Dept.	Red Light Running	\$ 7,200.00	402L
06-PT-02-38	Clay County Sheriff's Dept.	Hazardous Moving Viol	\$ 7,200.00	402L
06-J7-03-17	Clay County Sheriff's Dept.	DWI Enforcement	\$ 7,200.00	402L
06-154-AL-4	CMSU Missouri Safety Center	Law Enforcement Training	\$ 13,700.00	410L
06-PT-03-126	CMSU Missouri Safety Center	Occupant Protection	\$ 11,275.00	154L
06-PT-02-128	CMSU Missouri Safety Center	DIP	\$ 30,000.00	402S
06-J7-03-19	CMSU Missouri Safety Center	Law Enforcement Training	\$ 32,400.00	410L
06-J7-03-18	CMSU Missouri Safety Center	Law Enforcement Training	\$ 46,440.00	410L
06-J7-03-55	CMSU Missouri Safety Center	Occupant Protection	\$ 55,000.00	402S
06-154-AL-3	CMSU Missouri Safety Center	Technology	\$ 86,000.00	154L
06-PT-02-	CMSU Missouri Safety Center	Law Enforcement Training	\$ 90,750.00	402L
06-157AL-14	CMSU Missouri Safety Center	Occupant Protection	\$ 100,000.00	157 Inc S
06-154-OP-6	CMSU Missouri Safety Center	Alcohol Projects	\$ 125,000.00	154L
06-154-AL-5	CMSU Missouri Safety Center	Law Enforcement Training	\$ 156,935.88	154L
06-157-IN-1	CMSU Missouri Safety Center	Occupant Protection	\$ 270,000.00	157 Inc L
06-J7-03-20	Columbia Police Dept.	DWI Enforcement	\$ 8,424.00	410L
06-J7-03-21	Creve Coeur Police Dept.	Bat Van	\$ 4,788.00	410L
06-PT-02-41	Creve Coeur Police Dept.	Speed Enforcement	\$ 8,000.00	402L
06-J7-03-22	Creve Coeur Police Dept.	Sobriety Checkpoint	\$ 8,027.00	410L
06-J7-03-38	Creve Coeur Police Dept.	Work Zone	\$ 29,321.50	402L
06-PT-02-42	Des Peres Dept. of Public Safety	Hazardous Moving Viol	\$ 3,168.00	402L
06-J7-03-23	DeSoto Police Dept.	DWI Enforcement	\$ 5,250.00	410L
06-J7-03-24	Ellisville Police Dept.	Sobriety Checkpoint	\$ 4,500.00	410L
06-J7-03-25	Eureka Police Dept.	DWI Enforcement	\$ 9,909.00	410L
06-157-PT-7	Eureka Police Dept.	Speed Enforcement	\$ 25,838.00	157 Inc L
06-PT-02-43	Eureka Police Dept.	Hazardous Moving Viol	\$ 31,679.45	402L

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06-J7-03-26	Farmington Police Dept.	DWI Enforcement	\$ 3,200.30	410L
06-PT-02-44	Ferguson Police Dept.	Hazardous Moving Viol	\$ 8,948.30	402L
06-J7-03-27	Festus Police Dept.	DWI Enforcement	\$ 7,875.00	410L
06-PT-02-45	Festus Police Dept.	Hazardous Moving Viol	\$ 10,007.50	402L
06-J7-03-29	Florissant Police Dept.	DWI Enforcement	\$ 6,211.20	410L
06-PT-02-46	Florissant Police Dept.	Hazardous Moving Viol	\$ 7,768.32	402L
06-PT-02-47	Gladstone Dept. of Public Safety	Speed Enforcement	\$ 6,048.00	402L
06-PT-02-48	Gladstone Dept. of Public Safety	Hazardous Moving Viol	\$ 6,048.00	402L
06-157-OP-6	Gladstone Dept. of Public Safety	Occupant Protection	\$ 6,912.00	157 Inc L
06-J7-03-29	Gladstone Dept. of Public Safety	DWI Enforcement	\$ 10,043.00	410L
06-J7-03-30	Gladstone Dept. of Public Safety	DWI Enforcement	\$ 5,496.00	410L
06-PT-02-49	Grain Valley Police Dept.	Hazardous Moving Viol	\$ 6,240.00	402L
06-PT-02-50	Grain Valley Police Dept.	Youth Alcohol	\$ 7,488.00	402L
06-J7-03-32	Grandview Police Dept.	Speed Enforcement	\$ 21,000.00	410L
06-PT-03-51	Greene County Sheriff's Dept.	DWI Enforcement	\$ 60,000.00	402L
06-J7-03-31	Greene County Sheriff's Dept.	Hazardous Moving Viol	\$ 72,000.00	410L
06-J7-03-23	Greene County Sheriff's Dept.	Sobriety Checkpoint	\$ 8,000.00	410L
06-J7-03-53	Hannibal Police Dept.	Hazardous Moving Viol	\$ 10,500.00	402L
06-J7-03-35	Hannibal Police Dept.	DWI Enforcement	\$ 2,340.00	410L
06-PT-02-53	Harrisonville Police Dept.	Hazardous Moving Viol	\$ 3,744.00	402L
06-J7-03-34	Harrisonville Police Dept.	DWI Enforcement	\$ 7,992.00	410L
06-PT-02-54	Hazelwood Police Dept.	Hazardous Moving Viol	\$ 7,226.00	402L
06-PT-02-55	Henry County Sheriff's Dept.	DWI Enforcement	\$ 8,712.00	402L
06-J7-03-36	Herculaneum Police Dept.	Hazardous Moving Viol	\$ 8,408.00	410L
06-PT-02-56	Herculaneum Police Dept.	Safe Communities Coor	\$ 11,235.00	402L
06-SA-09-1	Highway Safety Division	Engineering Coordination	\$ 2,000.00	402S
06-RS-11-1	Highway Safety Division	Equipment Upgrade	\$ 3,000.00	402S
06-PT-02-5	Highway Safety Division	Traffic Signing Projects	\$ 5,000.00	402S
06-RS-11-4	Highway Safety Division	Op. Lifes	\$ 5,000.00	402L
06-PT-02-16	Highway Safety Division	DRE Training	\$ 10,000.00	402S
06-154-AL-1	Highway Safety Division	410 Printing & Postage	\$ 10,000.00	154L
06-J7-03-34	Highway Safety Division			410S

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06-PT-02-3	Highway Safety Division	REJIS	\$ 15,000.00	402S
06-PT-02-14	Highway Safety Division	Highway Safety Workshops	\$ 15,000.00	402S
06-157-05-8	Highway Safety Division	CPS for School Bus	\$ 20,000.00	157 Inc S
06-RS-11-4	Highway Safety Division	MoDOT Conference	\$ 30,000.00	402S
06-154-AL-1	Highway Safety Division	DRE 2006 Conference	\$ 30,000.00	402S
06-J7-03-4	Highway Safety Division	Sobriety Checkpoint Equip	\$ 30,000.00	154S
06-J7-03-11	Highway Safety Division	Statewide DWI Enforcement	\$ 30,000.00	410S
06-PT-02-6	Highway Safety Division	Statewide HMV Enforcement	\$ 35,000.00	410L
06-PT-02-12	Highway Safety Division	Mature Driver Pl&E	\$ 35,000.00	402L
06-OP-05-1	Highway Safety Division	Occupant Protection Coord	\$ 40,000.00	402S
06-TR-06-2	Highway Safety Division	LETS Traffic Software	\$ 40,000.00	402S
06-AL-03-5	Highway Safety Division	Youth Prev & Aware	\$ 50,000.00	402S
06-AL-03-6	Highway Safety Division	Parent Teacher Guide	\$ 75,000.00	402S
06-PT-02-10	Highway Safety Division	General Pl&E	\$ 80,000.00	402S
06-PT-02-9	Highway Safety Division	Printing & Postage	\$ 90,000.00	402S
06-J7-03-1	Highway Safety Division	410 Alcohol Coordination	\$ 90,000.00	410S
06-PT-02-1	Highway Safety Division	PTS Coordination	\$ 115,000.00	402S
06-PT-02-12 PM	Highway Safety Division	Young Driver Pl&E	\$ 125,000.00	402S
06-J7-03-3 PM	Highway Safety Division	Impaired Driving Pl&E	\$ 125,000.00	410S
06-PT-02-4	Highway Safety Division	Workzone Safety Pl&E	\$ 125,000.00	402L
06-157-IN-5 PM	Highway Safety Division	OP Pl&E	\$ 125,000.00	402L
06-RS-11-3	Highway Safety Division	BEAP TEAP	\$ 125,000.00	157 Inc S
06-J7-03-1	Highway Safety Division	2003b	\$ 128,000.00	402L
06-157-PT-1	Highway Safety Division	PR Firm	\$ 128,000.00	2003(b)S
06-PT-02-8	Highway Safety Division	Public Opinion Surveys	\$ 135,000.00	157 Inc S
06-157-OP-7	Highway Safety Division	Training and Materials	\$ 150,000.00	402S
06-AL-03-6	Highway Safety Division	Teen Safety Belt	\$ 150,000.00	157 Inc S
06-PT-02-132	Highway Safety Division	Fuel For Your Head	\$ 150,000.00	402S
06-TR-06-1	Highway Safety Division	Traffic Records Coord	\$ 150,000.00	402S
06-PA-1	Highway Safety Division	Planning & Administration	\$ 20,000.00	402S
06-PT-02-57	Hollister Police Dept.	Hazardous Moving Viol	\$ 100,000.00	402S
06-J7-03-38	Hollister Police Dept.	DWI Enforcement	\$ 7,200.00	402L
			\$ 13,494.00	410L

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06-PT-02-58	Howell County Sheriff's Dept.	Hazardous Moving Viol	\$ 10,352.00	402L
06-PT-02-60	Independence Police Dept.	Red Light Running	\$ 26,400.00	402L
06-J7-03-40	Independence Police Dept.	Sobriety Checkpoint	\$ 30,938.00	410L
06-J7-03-39	Independence Police Dept.	Youth Alcohol	\$ 33,000.00	410L
06-J7-03-41	Independence Police Dept.	DWI Enforcement	\$ 72,600.00	410L
06-PT-02-69	Independence Police Dept.	Hazardous Moving Viol	\$ 82,500.00	402L
06-J7-03-45	Jackson County Sheriff's Dept.	DWI Enforcement	\$ 15,000.00	410L
06-J7-03-43	Jackson County Sheriff's Dept.	Youth Alcohol	\$ 15,000.00	410L
06-J7-03-61	Jackson County Sheriff's Dept.	Sobriety Checkpoint	\$ 16,500.00	410L
06-PT-02-61	Jackson County Sheriff's Dept.	Hazardous Moving Viol	\$ 30,500.00	402L
06-154-AL-8	Jackson County Sheriff's Dept.	JCSO Traffic Unit	\$ 287,675.00	154L
06-PT-02-62	Jackson Police Dept.	Hazardous Moving Viol	\$ 1,500.00	402L
06-J7-03-47	Jasco-Metropolitan Police Dept.	DWI Enforcement	\$ 2,310.00	410L
06-J7-03-46	Jasco-Metropolitan Police Dept.	Sobriety Checkpoint	\$ 7,210.00	410L
06-PT-02-63	Jasper County Sheriff's Dept.	Hazardous Moving Viol	\$ 6,720.00	402L
06-PT-02-68	Jasper County Sheriff's Dept.	DWI Enforcement	\$ 10,500.00	410L
06-PT-02-64	Jasper County Sheriff's Dept.	Hazardous Moving Viol	\$ 13,440.00	402L
06-J7-03-39	Jefferson City Police Dept.	Sobriety Checkpoint	\$ 37,565.00	410L
06-154-AL-9	Jefferson County Sheriff's Office	Youth Alcohol	\$ 95,620.00	154L
06-PT-02-65	Jefferson County Sheriff's Office	Hazardous Moving Viol	\$ 95,620.00	402L
06-154-AL-10	Jefferson County Sheriff's Office	DWI Enforcement	\$ 113,145.00	154L
06-J7-03-51	Jennings Police Dept.	Sobriety Checkpoint	\$ 5,285.00	410L
06-J7-03-50	Jennings Police Dept.	DWI Enforcement	\$ 5,600.00	410L
06-J7-03-67	Jennings Police Dept.	Hazardous Moving Viol	\$ 5,600.00	402L
06-J7-03-52	Joplin Police Dept.	DWI Enforcement	\$ 7,467.00	410L
06-J7-03-53	Joplin Police Dept.	Youth Alcohol	\$ 7,467.00	410L
06-PT-02-67	Joplin Police Dept.	Hazardous Moving Viol	\$ 7,467.00	410L
06-PT-02-68	Kansas City Police Dept.	Speed Enforcement	\$ 9,956.00	402L
06-PT-02-70	Kansas City Police Dept.	DWI Enforcement	\$ 44,800.00	402L
06-PT-02-68	Kansas City Police Dept.	Speed Enforcement	\$ 52,280.00	154L
06-157-OP-9	Kansas City Police Dept.	Occupant Protection	\$ 58,800.00	402L
06-154-AL-12	Kansas City Police Dept.	Sobriety Checkpoint	\$ 59,520.00	157 Inc L
			\$ 78,930.00	154L

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02-PT-02-69	Kansas City Police Dept.	Hazardous Moving Viol	\$ 86,400.00	402L
06-157-0P-10	Kennett Police Dept.	Occupant Protection	\$ 1,152.00	157 Inc L
06-PT-02-71	Kennett Police Dept.	Speed Enforcement	\$ 10,500.00	402L
06-J7-03-54	Kennett Police Dept.	DWI Enforcement	\$ 10,500.00	410L
02-J7-03-55	Lake St. Louis Police Dept.	DWI Enforcement	\$ 1,440.00	410L
06-PT-02-56	Lake St. Louis Police Dept.	Sobriety Checkpoint	\$ 3,800.00	410L
06-PT-02-72	Lee's Summit Police Dept.	Speed Enforcement	\$ 18,000.00	402L
06-PT-02-73	Lee's Summit Police Dept.	Hazardous Moving Viol	\$ 18,000.00	402L
06-J7-03-57	Lee's Summit Police Dept.	DWI Enforcement	\$ 21,500.00	410L
06-PT-02-64	Liberty Police Dept.	Hazardous Moving Viol	\$ 8,352.00	402L
06-PT-02-75	Manchester Police Dept.	DWI Enforcement	\$ 4,353.65	402L
06-J7-03-38	Maryland Heights Police Dept.	Speed Enforcement	\$ 10,268.00	410L
06-PT-02-76	Maryland Heights Police Dept.	LETSAC	\$ 12,719.20	402L
06-PT-02-2	MDHSS	Hazard Elimination	\$ 30,000.00	402S
06-154-HE-1	MDHSS	General Counsel Training	\$ 20,000.00	154S
06-PT-02-130	MO Dept. of Revenue	Youth Alcohol	\$ 23,500.00	402S
06-154-AL-15	MO Div. of Alcohol and Tobacco Control	Law Enforcement Training	\$ 320,693.00	154S
06-PT-02-77	MO Div. of Fire Safety	Traffic Safety Attorney	\$ 66,750.00	402L
06-157-PT-16	MO Office of Prosecution Services	Alcohol Projects	\$ 149,988.99	154S
06-J7-03-67	MO Southern State University	Law Enforcement Training	\$ 24,000.00	410L
06-PT-02-78	MO Southern State University	SAC	\$ 48,000.00	402L
06-RS-11-5	MO State Highway Patrol	Law Enforcement Training	\$ 11,000.00	402S
06-PT-02-133	MO State Highway Patrol	Speed Enforcement	\$ 27,250.00	402S
06-PT-02-131	MO State Highway Patrol	Occupant Protection	\$ 51,500.00	402S
06-PT-02-134	MO State Highway Patrol	DWI Enforcement	\$ 100,650.00	402S
06-154-AL-17	MO State Highway Patrol	DWITS	\$ 105,600.00	154S
06-154-AL-19	MO State Highway Patrol	Law Enforcement Training	\$ 149,421.00	154S
06-157-PT-2	MO State Highway Patrol	STARS	\$ 180,872.00	157 Inc L
06-157-RS-1	MO State Highway Patrol	Sobriety Checkpoint	\$ 182,105.00	157 Inc S
06-154-AL-16	MO State Highway Patrol	Hazardous Moving Viol	\$ 195,350.00	154S
06-PT-02-132	MO State Highway Patrol	Speed Enforcement	\$ 200,000.00	402S
06-PT-02-79	Mountain Grove Police Dept.		\$ 3,795.00	402L

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06-154-AL-60	Mountain View Police Dept.	Sobriety Checkpoint	\$ 2,124.00	410L
06-PT-02-30	Neosho Police Dept.	Sobriety Checkpoint	\$ 3,850.00	410L
06-PT-02-62	Neosho Police Dept.	Hazardous Moving Viol	\$ 4,576.00	402L
06-157-OP-11	Newton County Sheriff's Dept.	Sobriety Checkpoint	\$ 3,790.00	410L
02-PT-02-40	Newton County Sheriff's Dept.	Occupant Protection	\$ 5,616.00	157 Inc L
06-154-AL-63	Newton County Sheriff's Dept.	Hazardous Moving Viol	\$ 10,400.00	402L
02-PT-02-82	Newton County Sheriff's Dept.	DWI Enforcement	\$ 13,992.00	410L
06-154-AL-3	North Kansas City Police Dept.	Hazardous Moving Viol	\$ 5,040.00	402L
06-PT-02-83	OFallon Police Dept.	Sobriety Checkpoint	\$ 6,668.75	410L
06-PT-02-84	OFallon Police Dept.	Speed Enforcement	\$ 10,862.40	402L
06-PT-02-5	Office of State Courts Administrator	Educational Projects	\$ 26,583.00	402L
06-154-AL-13	Osage Beach Dept. of Public Safety	Speed Enforcement	\$ 6,336.00	402L
06-154-AL-66	Osage Beach Dept. of Public Safety	Hazardous Moving Viol	\$ 10,836.00	154L
06-PT-02-87	Overland Police Dept.	DWI Enforcement	\$ 3,072.00	410L
06-PT-02-67	Overland Police Dept.	Speed Enforcement	\$ 4,554.00	402L
06-PT-02-65	Overland Police Dept.	Hazardous Moving Viol	\$ 4,608.00	402L
06-PT-02-89	Overland Police Dept.	Sobriety Checkpoint	\$ 6,245.00	410L
06-PT-02-88	Ozark Police Dept.	Hazardous Moving Viol	\$ 2,400.00	402L
06-17-AL-67	Ozark Police Dept.	Speed Enforcement	\$ 4,800.00	402L
06-J-7-AL-67	Ozark Police Dept.	DWI Enforcement	\$ 8,500.00	410L
06-J-03-69	Ozark Police Dept.	Sobriety Checkpoint	\$ 8,750.00	410L
06-PT-02-90	Peculiar Police Dept.	Hazardous Moving Viol	\$ 1,330.80	410L
06-J-03-69	Peculiar Police Dept.	DWI Enforcement	\$ 6,387.84	402L
06-PT-03-21	Pettis County Sheriff's Dept.	Hazardous Moving Viol	\$ 11,000.00	410L
06-PT-02-71	Pewley Police Dept.	DWI Enforcement	\$ 9,600.00	402L
02-PT-02-92	Pewley Police Dept.	Speed Enforcement	\$ 10,407.00	410L
06-PT-02-93	Pewley Police Dept.	Hazardous Moving Viol	\$ 15,264.00	402L
06-154-AL-72	Platte County Sheriff's Dept.	DWI Enforcement	\$ 15,264.00	402L
02-PT-02-94	Platte County Sheriff's Dept.	Hazardous Moving Viol	\$ 6,360.00	410L
06-PT-02-95	Platte County Sheriff's Dept.	Full Time Traffic Officer	\$ 12,720.00	402L
06-154-AL-74	Pleasant Hill Police Dept.	Sobriety Checkpoint	\$ 17,142.81	402L
			\$ 4,050.00	410L

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06-PT-02-76	Pleasant Hill Police Dept.	Hazardous Moving Viol	\$ 7,776.00	402L
06-JT-03-73	Pleasant Hill Police Dept.	DWI Enforcement	\$ 8,592.00	410L
06-JT-03-65	Raymore Police Dept.	DWI Enforcement	\$ 3,360.00	410L
06-154-AL-76	Raymore Police Dept.	Sobriety Checkpoint	\$ 6,300.00	410L
06-PT-02-97	Raymore Police Dept.	Hazardous Moving Viol	\$ 10,080.00	402L
06-JT-03-77	Raytown Police Dept.	DWI Enforcement	\$ 8,975.04	410L
06-PT-02-97	Ripley County Sheriff's Dept.	Hazardous Moving Viol	\$ 5,599.50	402L
06-PT-02-99	Safety Council of the Ozarks	Educational Projects	\$ 6,840.00	402L
06-PT-02-100	Scott County Sheriff's Dept.	Hazardous Moving Viol	\$ 8,210.00	402L
06-PT-02-101	Sedalia Police Dept.	Hazardous Moving Viol	\$ 7,515.00	402L
06-PT-02-102	Smithville Police Dept.	Hazardous Moving Viol	\$ 4,800.00	402L
06-157-PT-3	Southwest Missouri State University	Show Me Body Walk	\$ 33,811.00	157 Inc L
06-157-PT-103	Springfield Police Dept.	Red Light Running	\$ 25,000.15	402L
02-PT-02-104	Springfield Police Dept.	Hazardous Moving Viol	\$ 25,000.15	402L
06-JT-03-78	Springfield Police Dept.	DWI Enforcement	\$ 38,749.87	410L
06-JT-03-80	St. Charles City Police Dept.	Sobriety Checkpoint	\$ 7,600.00	410L
06-PT-02-6	St. Charles City Police Dept.	Red Light Running	\$ 11,520.00	402L
06-PT-02-107	St. Charles City Police Dept.	Hazardous Moving Viol	\$ 11,520.00	402L
06-JT-03-79	St. Charles City Police Dept.	DWI Enforcement	\$ 15,360.00	410L
06-PT-02-35	St. Charles City Police Dept.	Speed Enforcement	\$ 19,200.00	402L
06-JT-03-800	St. Charles City Police Dept.	Sobriety Checkpoint	\$ 11,400.00	410L
06-JT-03-82	St. Charles County Sheriff's Dept.	Occupant Protection	\$ 4,525.92	157 Inc L
06-157-0P-105	St. Joseph Police Dept.	Sobriety Checkpoint	\$ 4,627.50	410L
06-JT-03-84	St. Joseph Police Dept.	DWI Enforcement	\$ 7,719.40	410L
06-JT-03-83	St. Joseph Police Dept.	Youth Alcohol	\$ 8,276.20	410L
06-PT-02-85	St. Joseph Police Dept.	Hazardous Moving Viol	\$ 8,907.00	402L
06-PT-02-107	St. Joseph Police Dept.	Sobriety Checkpoint	\$ 19,910.00	410L
06-JT-03-36	St. Louis County Police Dept.	Educational Projects	\$ 33,189.00	402L
06-PT-02-	St. Louis County Police Dept.	Highway Safety Team	\$ 200,302.00	157 Inc L
06-PT-02-108	St. Louis County Police Dept.	Sobriety Checkpoint	\$ 18,721.92	410L
06-JT-03-87	St. Louis Metro Police Dept.	Speed Enforcement	\$ 103,966.30	157 Inc L
06-157-AL-5	St. Louis Metro Police Dept.			

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06-157-PT-6	St. Louis Metro Police Dept.	Hazardous Moving Viol	\$ 103,966.30	157 Inc L
06-154-AL-2	St. Louis Metro Police Dept.	DWI Enforcement	\$ 103,966.30	154L
06-154-AL-110	St. Peters Police Dept.	Hazardous Moving Viol	\$ 10,572.80	402L
06-154-AL-111	St. Peters Police Dept.	Hazardous Moving Viol	\$ 11,894.40	402L
06-157-OP-13	Stone County Sheriff's Dept.	Occupant Protection	\$ 2,064.00	157 Inc L
06-PT-02-112	Stone County Sheriff's Dept.	Speed Enforcement	\$ 2,752.00	402L
06-J7-03-29	Stone County Sheriff's Dept.	Sobriety Checkpoint	\$ 5,375.00	410L
06-17-03-88	Stone County Sheriff's Dept.	DWI Enforcement	\$ 8,240.00	410L
06-J7-03-113	Sugar Creek Police Dept.	Speed Enforcement	\$ 5,000.00	402L
06-PT-02-114	Town & Country Police Dept.	DWI Enforcement	\$ 7,782.00	402L
06-PT-02-90	Town & Country Police Dept.	Safe Communities	\$ 8,200.00	410L
06-SA-09-3	Town & Country Police Dept.	Sobriety Checkpoint	\$ 41,410.35	402L
06-PT-03-92	Traffic Safety Alliance	Speed Enforcement	\$ 3,750.00	410L
06-PT-02-115	Troy Police Dept.	DWI Enforcement	\$ 5,760.00	402L
06-PT-02-91	Troy Police Dept.	DWI Enforcement	\$ 9,760.00	410L
06-PT-02-113	Troy Police Dept.	Hazardous Moving Viol	\$ 9,484.80	410L
06-PT-02-116	Union Police Dept.	Statewide On line trainin	\$ 9,484.80	402L
06-PT-02-94	Union Police Dept.	SMART On-Line Training	\$ 52,500.00	402L
06-154-AL-6	University of MO Curators	Statewide On-Line Server	\$ 79,035.00	410L
06-J7-03-25	University of MO Curators	ThinkFirst Missouri Educa	\$ 89,323.75	410L
06-J7-02-06	University of MO Curators	Hazardous Moving Viol	\$ 196,125.00	402L
06-PT-02-117	Washington County Sheriff's Dept.	Youth Alcohol	\$ 7,119.96	402L
06-J7-03-97	Washington Police Dept.	Hazardous Moving Viol	\$ 4,992.00	410L
06-PT-03-1	Washington Police Dept.	DWI Enforcement	\$ 7,800.00	402L
06-PT-03-05	Washington Police Dept.	Sobriety Checkpoint	\$ 10,965.00	410L
06-PT-02-98	Webb City Police Dept.	DWI Enforcement	\$ 11,475.00	410L
06-J7-03-99	Webster Groves Police Dept.	Speed Enforcement	\$ 1,080.00	410L
06-PT-02-121	Webster Groves Police Dept.	Hazardous Moving Viol	\$ 1,440.00	402L
06-PT-02-122	Webster Groves Police Dept.	DWI Enforcement	\$ 1,737.00	402L
06-PT-02-100	Wentzville Police Dept.	Sobriety Checkpoint	\$ 7,010.88	410L
06-J7-03-21	Wentzville Police Dept.	Sobriety Checkpoint	\$ 7,140.25	410L
06-J7-03-102	West Plains Police Dept.	Sobriety Checkpoint	\$ 2,284.00	410L

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06-PT-02-116	West Plains Police Dept.	Hazardous Moving Viol	\$ 14,252.16	402L
06-PT-02-124	Willard Police Dept.	Hazardous Moving Viol	\$ 13,737.50	402L
06-J7-03-103	Willow Springs Police Dept.	Sobriety Checkpoint	\$ 5,467.50	410L
06-PT-02-124	Willow Springs Police Dept.	Hazardous Moving Viol	\$ 6,920.00	402L

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2005-05-PA-01		\$100,000.00	\$100,000.00	\$100,000.00	\$0.00	\$100,000.00	\$0.00
	Planning and Administration Total		\$100,000.00	\$100,000.00	\$100,000.00	\$0.00	\$100,000.00	\$0.00
Alcohol	AL-2005-05-AL-03		\$275,000.00	\$110,000.00	\$275,000.00	\$0.00	\$275,000.00	\$0.00
	Alcohol Total		\$275,000.00	\$110,000.00	\$275,000.00	\$0.00	\$275,000.00	\$0.00
Occupant Protection	OP-2005-05-OP-05		\$294,650.00	\$140,000.00	\$294,650.00	\$0.00	\$294,650.00	\$0.00
	Occupant Protection Total		\$294,650.00	\$140,000.00	\$294,650.00	\$0.00	\$294,650.00	\$0.00
Police Traffic Services	PT-2005-05-PT-02		\$3,069,452.06	\$565,006.00	\$3,069,452.06	\$0.00	\$3,069,452.06	\$0.00
	Police Traffic Services Total		\$3,069,452.06	\$565,006.00	\$3,069,452.06	\$0.00	\$3,069,452.06	\$0.00
Traffic Records	TR-2005-05-TR-06		\$70,000.00	\$70,000.00	\$70,000.00	\$0.00	\$70,000.00	\$0.00
	Traffic Records Total		\$70,000.00	\$70,000.00	\$70,000.00	\$0.00	\$70,000.00	\$0.00
Roadway Safety	RS-2005-05-RS-11		\$343,857.00	\$188,857.00	\$343,857.00	\$0.00	\$343,857.00	\$0.00
	Roadway Safety Total		\$343,857.00	\$188,857.00	\$343,857.00	\$0.00	\$343,857.00	\$0.00
Safe Communities	SA-2005-05-SA-09		\$99,730.50	\$2,000.00	\$99,730.50	\$0.00	\$99,730.50	\$0.00
	Safe Communities Total		\$99,730.50	\$2,000.00	\$99,730.50	\$0.00	\$99,730.50	\$0.00
Raid Advertising	PM-2005-05-PM-OP		\$125,000.00	\$0.00	\$125,000.00	\$0.00	\$125,000.00	\$0.00

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Program Area	Project	Description
157 Police Traffic Services	157 Incentive Funds Total	
157 Innovative Funds	157 Innovative Funds Total	
	IN3-2005-04-05-00	
157 Innovative FY 2003	157 Innovative FY 2003 Total	
	157 Innovative Funds 2003	
	157 Innovative Total	
157 Innovative Funds 2004	157 Innovative Funds 2004 Total	
	IN4-2005-04-05-00	
157 Innovative FY 2004	157 Innovative FY 2004 Total	
	157 Innovative Funds 2004	
	157 Innovative Total	
157 Innovative Funds 2005	157 Innovative Funds 2005 Total	
	IN5-2005-05-05-00	
157 Innovative FY 2005	157 Innovative FY 2005 Total	
	157 Innovative Funds 2005	
	157 Transfer Funds	
154 Transfer Funds	154 Transfer Funds Total	
	154AL-2005-05-AL-03	
154 Hazard Elimination	154 Alcohol Total	
	154HE-2005-05-HE-03	
154 Hazard Elimination Total	154 Transfer Funds Total	
	154 Transfer Funds	
154 Transfer Funds	154 Alcohol Total	
	164AL-2005-05-AL-03	
154 Alcohol Total	154 Transfer Funds Total	
	164 Transfer Funds	
164 Transfer Funds	164 Alcohol Total	
	164AL-2005-05-AL-03	

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
164 Transfer Funds Total								
163 Impaired Driving			\$371,986.60	\$0.00	\$371,986.60		\$0.00	\$371,986.60
163DM-2005-00-00-00			\$254,698.00	\$0.00	\$254,698.00		\$0.00	\$249,996.60
Impaired Driving Mobilization			\$254,698.00	\$0.00	\$254,698.00		\$0.00	\$249,996.60
163 Total			\$254,698.00	\$0.00	\$254,698.00		\$0.00	\$254,698.00
163 Impaired Driving Total			\$254,698.00	\$0.00	\$254,698.00		\$0.00	\$254,698.00
NHTSA Total			\$43,957,295.79	\$8,652,136.77	\$43,957,295.79	\$1,274,274.00	\$0.00	\$254,698.00
Total			\$43,957,295.79	\$8,652,136.77	\$43,957,295.79	\$1,274,274.00	\$0.00	\$45,231,569.79
								\$28,224,007.74

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Program Area	Line	Action	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
<i>Paid Advertising</i>	8	Plan	PM-2006-06-PM-00			\$350,000.00	\$375,000.00	
<i>NHTSA 402 Total</i>						\$350,000.00	\$375,000.00	
<i>New 410 Alcohol</i>						\$1,102,000.00	\$4,150,637.35	
<i>New 410 Alcohol Total</i>	9	Plan	J8-2006-06-J8-03			\$712,108.00	\$1,416,858.32	
<i>2003B Child Pass. Protect</i>						\$712,108.00	\$1,416,858.32	
<i>2003B Child Pass. Protect Total</i>	10	Plan	J3-2006-06-J3-05			\$5,000.00	\$128,000.00	
<i>157 Incentive Funds</i>						\$5,000.00	\$128,000.00	
<i>157 Police Traffic Services</i>	12	Plan	157PT-2006-06-IN-CE			\$712,108.00	\$1,416,858.52	
<i>157 Total</i>						\$712,108.00	\$1,416,858.52	
<i>157 Incentive Funds Total</i>								\$0.00
<i>154 Transfer Funds</i>								\$108,955.00
<i>154 Hazard Elimination</i>	14	Plan	154AL-2006-06-AL-03			\$712,108.00	\$1,416,858.52	
<i>154 Hazard Elimination Total</i>						\$712,108.00	\$1,416,858.52	
<i>154 Hazard Elimination Total</i>	13	Plan	154HE-2006-06-HA-Z.			\$82,550.00	\$2,165,923.17	
<i>NHTSA Total</i>						\$82,550.00	\$2,165,923.17	
<i>154 Transfer Funds Total</i>								\$0.00
<i>154 Hazard Elimination Total</i>								\$780,000.00
<i>NHTSA Total</i>								\$0.00
<i>154 Transfer Funds Total</i>								

Blueprint Emphasis Area II — High Risk Drivers

- 1) *Aggressive Drivers*
- 2) *Speed Involvement*
- 3) *Alcohol Impairment*
- 4) *Occupant Protection*
- 5) *Young Drivers (under 21)*
- 6) *Older Drivers (65 & over)*